

SECTION IV

Financial Plan

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FINANCIAL PLAN

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Overview

As a federally designated Metropolitan Planning Organization (MPO), SCAG is required to adopt a Transportation Improvement Program (TIP) for the six county region comprising Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties—also referred to as SCAG’s Regional Transportation Improvement Program (RTIP). The RTIP must include a financial plan that complies with federal financial constraint requirements. In non-attainment and maintenance areas, the financial plan must limit the programming of projects for the first two years of the RTIP to those for which funds are *available or committed* (23 CFR 450.324(e)). Revenues may be *reasonably available* in the third year of the RTIP to support programming levels for that year. In accordance with 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e), SCAG’s 2008 RTIP demonstrates financial constraint by identifying all transportation revenues including local, state, and federal sources available to meet the region’s programming totals.

The policy boards of the region’s county transportation commissions and the Imperial Valley Association of Governments (IVAG) have approved their respective programs and committed necessary funds to implement the projects listed in the 2008 RTIP. SCAG has received final resolutions from each of the county transportation commissions and IVAG certifying financial constraint (see Attachment B). Additionally, the 2008 RTIP is consistent with the adopted 2008 RTP (May 8, 2008) as required by the California Government Code, Section 65080.

SCAG’s 2008 RTIP utilizes the 2008 State Transportation Improvement Program (STIP) Fund Estimate, adopted by the California Transportation Commission on October 24, 2007. Additionally, programming levels for the Regional Surface Transportation Program (RSTP) and the Congestion Mitigation Air Quality (CMAQ) program are based on estimated distribution of funds provided by the California Department of Transportation (Caltrans) to MPOs. In addition to state and federal funded projects, the 2008 RTIP includes local projects that are regionally significant and may require federal approval, regardless of funding source. Local funding sources associated with these projects are identified as well. Consistent with federal guidelines, the 2008 RTIP revenues and programming estimates are expressed in year-of-expenditure (or nominal) dollars.

Financial Capacity

2008 RTIP SOURCES AND USES OF FUNDS

The following financial capacity assessment for the 2008 RTIP shows that programming totals do not exceed projected revenues for the SCAG region. The 2008 RTIP demonstrates financial constraint by year, limiting programming of projects in the first two years to those for which funds are available or committed. Additionally, revenues are reasonably available in the third year of the 2008 RTIP, consistent with programmed levels for that year.

Local, state, and federal funding shares are presented below in Figures 1 and 2. Total funds programmed for the SCAG region’s 2008 RTIP is \$24.5 billion. Local funds comprise 47 percent of total dollars programmed in the 2008 RTIP, state funds 30 percent and federal funds 23 percent. Uses of funds in the 2008 RTIP by modal category show that state highway projects total 54 percent of funds programmed, transit projects 24 percent and local road projects 22 percent.

Figure 1
Summary of 2008 RTIP by Funding Source
(in 000's)

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
2008/09	1,824,044	3,423,292	3,125,709	8,373,045
2009/10	1,105,210	1,320,136	2,313,860	4,739,206
2010/11	966,323	1,938,113	1,974,989	4,879,425
2011/12	707,166	522,780	1,003,837	2,233,783
2012/13	777,485	105,956	2,102,246	2,985,687
2013/14	244,909	45,671	975,004	1,265,584
Total	5,625,137	7,355,948	11,495,645	24,476,730
% of Total	23%	30%	47%	100%

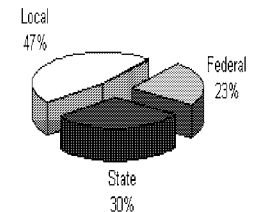
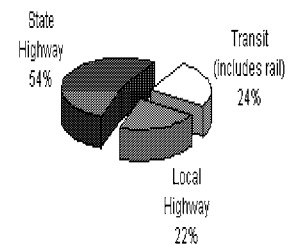


Figure 2
Summary of 2008 RTIP by All Programs
(in 000's)

	<i>Local Highway</i>	<i>State Highway</i>	<i>Transit (includes rail)</i>	<i>Total</i>
2008/09	1,407,845	4,833,847	2,131,353	8,373,045
2009/10	1,028,997	2,187,452	1,522,757	4,739,206
2010/11	1,093,741	3,103,615	682,069	4,879,425
2011/12	538,580	988,329	706,874	2,233,783
2012/13	937,532	1,562,003	486,152	2,985,687
2013/14	417,184	429,315	419,085	1,265,584
Total	5,423,879	13,104,561	5,948,290	24,476,730
% of Total	22%	54%	24%	100%



Additional details on revenue sources and uses are presented in the tables located in Attachment D. There are a total of three tables in Attachment D including a table showing revenue estimates for the first four years of the RTIP (FY2008/09 – FY2011/12); a corresponding table showing programmed totals; and a final table comparing revenue estimates to the programmed totals.

Financial Condition

The 2008 RTIP relies on the financial forecasting model developed by SCAG for the region's 2008 Regional Transportation Plan (RTP)—the long range plan for the six-county SCAG region. The policies and investment strategies of SCAG's 2008 RTP set the framework for the 2008 RTIP. Further, the financial plan for the 2008 RTP provides a basis for identifying how much money is available to support the region's surface transportation investments.

The financial plan identifies all existing local, state, and federal transportation revenues that are committed, available, and reasonably available. The region has successfully secured the necessary resources to support transportation investments proposed in past planning cycles and this financial plan continues to incorporate recent milestones in realizing additional sources of funds for transportation investments. Since 2002, three counties within the SCAG region (Riverside, San Bernardino, and Orange) reauthorized their local sales tax measures with overwhelming voter approval. More recently, the general electorate of California approved Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which provides \$19.9 billion in infrastructure bonds for transportation improvements throughout the state. Additional legislative gains include the protection of Proposition 42 revenues (sales tax on gasoline) for transportation purposes with the passage of Proposition 1A.

In developing the region's financial plan, SCAG assessed the region's growth trends and economic outlook, stability of revenue streams, debt management policies, and commitments to maintaining and operating the region's transportation system. The following discussion highlights these critical areas.

GROWTH TRENDS

General economic as well as demographic trends and conditions directly impact transportation revenues in the SCAG region. The growth trends described in this section were integrated into SCAG's financial forecasting efforts.

Population and Employment Growth

The SCAG region is the second most populated metropolitan area in the United States. By July 1, 2007, the region's population had reached 18.6 million residents, a 12 percent increase (2 million more people) from just seven years ago. Population growth since the 2000 Census is attributable to natural increase (births minus deaths) and net foreign immigration (people who move to this region from foreign countries minus those who move away to foreign countries). According to California Department of Finance (DOF) estimates, nearly 80 percent of population growth (between 2000 and 2007) occurred in the age group of 36 years old or older.

Los Angeles County accounted for 41 percent of the region's growth over the last seven years, adding 813,000 residents, while Riverside and San Bernardino Counties together added 804,000 residents. In terms of relative growth, the Inland Empire and Imperial Valley are the fastest growing areas in the region. Riverside County grew by 40 percent, San Bernardino County by 19 percent and Imperial County by 22 percent. Nearly 46 percent of the region's growth occurred in areas outside of Los Angeles and Orange Counties. Los Angeles and Orange Counties were the slowest growing counties—only 9 percent increase for each of these counties during the same period (between 2000 and 2007).

In 2006, the region's total employment was estimated to be nearly 8 million, growing by 500,000 jobs (7 percent) from 2000. The region's economy is robust in terms of the number and type of jobs available to residents, with unemployment rate at an historic low of 4.6 percent in 2006.

Income

Income is one of the most important indicators of economic well-being in the region. In 1999, per capita income of the region was approximately \$21,000. By 2006, per capita income grew to \$25,000, an increase of 20 percent. After adjusting for inflation, per capita income has declined from 1999 to 2006 by 5.7 percent. Over the last three decades, the region's per capita income ranking dropped from the 4th highest in 1969 to 7th in 1989 and 16th in 1999. The region continued to rank last in terms of per capita income amongst the 17 largest metropolitan regions in the nation in 2005.

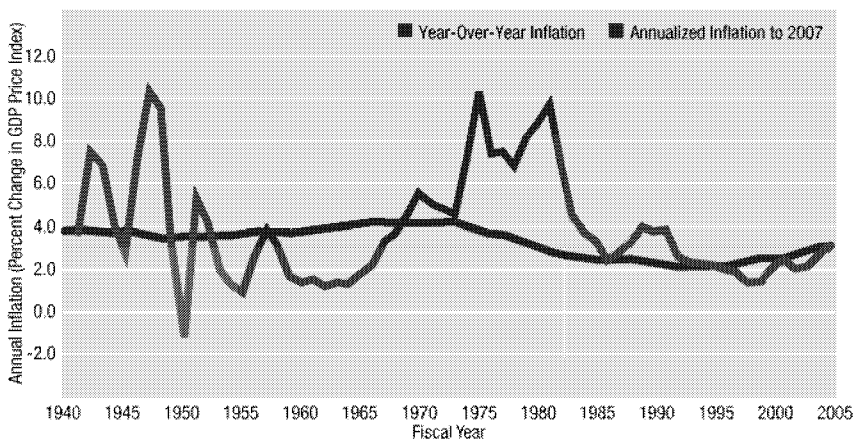
ECONOMIC OUTLOOK

Overall economic conditions play a large role in determining the level of revenues available for transportation. Although it is difficult to predict the future, SCAG's financial model takes a conservative approach in forecasting revenues. The approach includes maintaining historical growth trends for key revenue sources, including locally generated sales tax revenues as well as both state and federal gas tax revenues.

Inflation

The effect of inflation can be significant, causing both costs and revenues to be higher in nominal dollar terms. Figure 3 shows inflation trends since World War II as measured by the Gross Domestic Product (GDP) Price Deflator. Inflation has varied considerably over the long term, but has trended between 2 and 4 percent, as illustrated by the red line. In recent years, inflation has increased. SCAG's revenue model utilizes historical inflation trends as measured by the GDP Price Deflator – an approach consistent with that used by the Federal Office of Management and Budget in preparing the Budget of the United States Government. On the basis of this information, a 3.8-percent inflation rate is used to adjust revenue model data to nominal dollars (year-of-expenditure dollars).

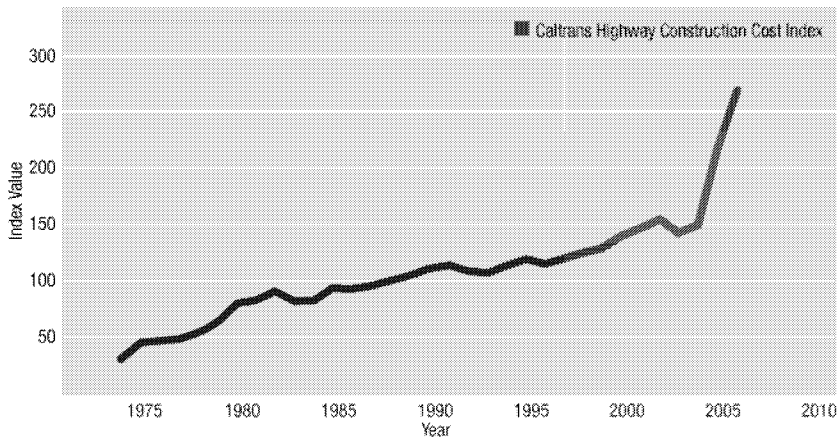
FIGURE 3 HISTORICAL INFLATION TRENDS



Source: Office of Management and Budget, Budget of the United States Government, Fiscal Year 2008 Budget (FY08).

Construction Cost Increases

While revenues can be eroded by inflation, construction costs in California and the nation have escalated considerably over the last four years. This has been a major impediment to delivering transportation projects. The recent, large increase in construction costs is due to a variety of factors, including a building boom and higher demand for commodities in developing countries, especially China with construction for the 2008 Olympics. Figure 4 shows the increase in California highway construction costs. It is unlikely that costs will continue to increase at a rapid rate in the future. The increase over the last few years is unprecedented. The financial plan uses a 5.3-percent annual inflation factor to estimate future, nominal costs.

FIGURE 4 HIGHWAY PROJECT COSTS

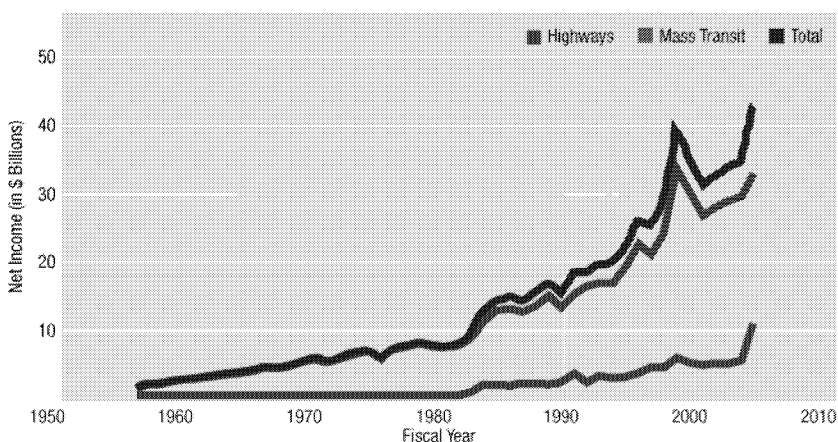
Source: California Department of Transportation

Retail Sales Growth

Available land, population increases, and new retail locations are the biggest contributors to growth in retail sales. According to statistics from the California Board of Equalization, retail sales grew by 2.3 percent in the SCAG region from FY1978 to FY2004, a period roughly equal in length to the 2008 RTP. Growth was uneven, ranging from 1.3 percent in Los Angeles County to 5.5 percent in Riverside County. The financial plan assumes that uneven growth will continue with retail sales growth ranging from 1.2 to 4.7 percent.

Status of the Federal Highway Trust Fund

The Federal Highway Trust Fund provides federal highway and transit funding from a nationally imposed 18.3-cent per gallon gasoline tax¹. The Federal Highway Trust Fund has grown by 3.4 percent annually due to historical increases in fuel consumption, but recently a larger share is being devoted to transit as shown in Figure 5.

FIGURE 5 STATUS OF THE FEDERAL HIGHWAY TRUST FUND

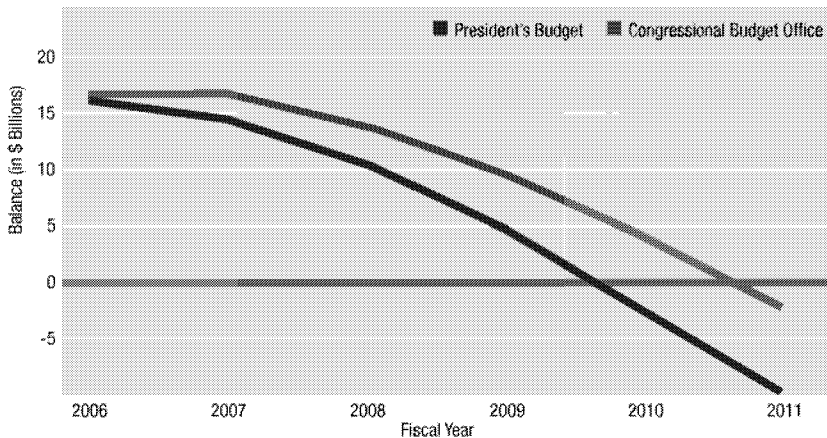
Source: Federal Highway Administration, Federal Highway Statistics 2005

¹ The federal gasoline excise tax is 18.4-cent per gallon. However, only 18.3-cent is deposited into the HTF (15.44-cent for the Highway Account and 2.86-cent for the Mass Transit Account). The additional 0.1-cent is deposited into the Leaking Underground Storage Tank Trust Fund.



Many public officials and transportation professionals have become concerned about the health of the Federal Highway Trust Fund, as expenditures authorized under Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) have outstripped revenues generated by the tax. Figure 6 shows a chart from a recent General Accountability Office (GAO) analysis of Federal Highway Trust Fund forecasts. Congressional leadership has shown concern over the problem and SCAG's financial forecasting model assumes that Congress will take action to ensure that the Highway Trust Fund maintains current funding levels.

FIGURE 6 CURRENT HIGHWAY TRUST FUND YEAR-END BALANCE ESTIMATES

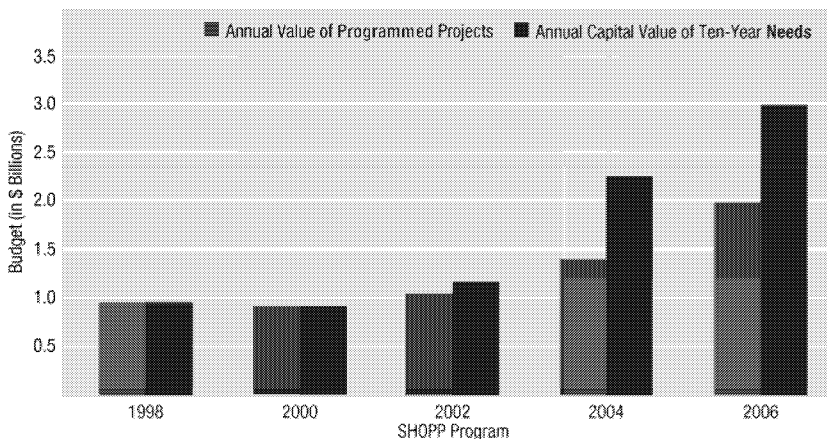


United States Government Accountability Office, Highway Trust Fund: Overview of Highway Trust Fund Estimates, GAO Testimony Before the Subcommittee on Highways, Transit, and Pipelines, Committee on Transportation and Infrastructure, GAO-06-572T

Status of the State Highway Account

The viability of the State Highway Account remains a critical issue. The state's gasoline tax revenues are now exclusively dedicated to funding the State Highway Operation and Protection Program (SHOPP). As shown in Figure 7, previous levels of funding have been considerably less than actual needs. Continued under-investment in the rehabilitation and maintenance needs of the state highway system has serious ramifications—rapidly increasing the number of distressed lane-miles on the state highway system and eroding the condition of the state's bridges.

FIGURE 7 STATE HIGHWAY OPERATION AND PROTECTION PROGRAM



Source: California Department of Transportation, 2007 Ten-Year SHOPP Plan



Statewide, the 2007 Ten-Year SHOPP Plan identifies \$4.2 billion in annual needs, while the fiscally constrained funding plan for the next four years totals only \$1.9 billion annually.

Operating and Maintaining the Region's Transportation System

A core component of the region's system management strategy is protecting our investment in the current transportation infrastructure. The region has invested billions of dollars in developing its multi-modal transportation system and must protect these investments for current and future generations. In accordance with federal guidance on fiscal constraint, the SCAG region addresses system level operation and maintenance needs in addition to estimating costs associated with capital expansion projects in both the RTP and the RTIP.

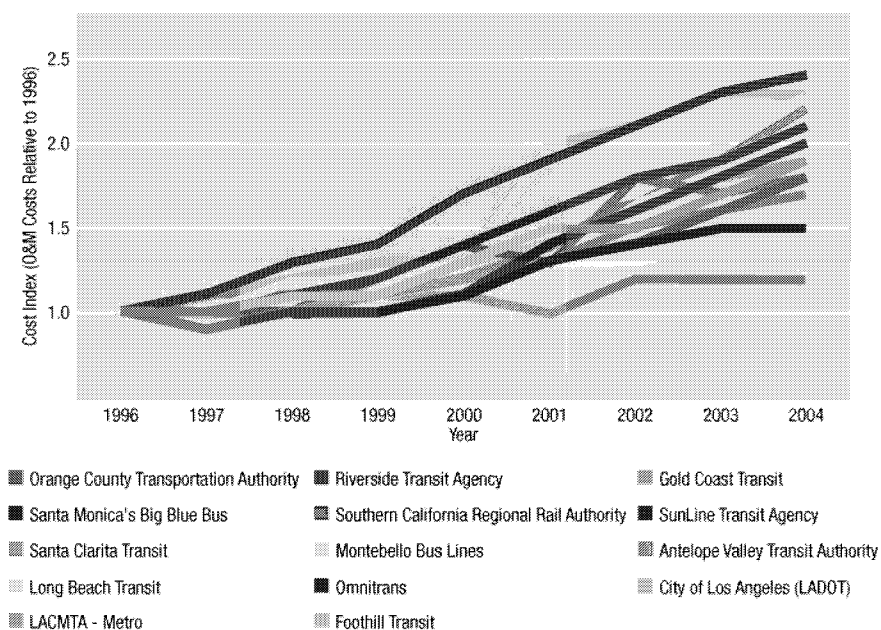
HIGHWAY AND REGIONAL ARTERIAL SYSTEM O&M COSTS

As a part of the region's commitment to preserving existing transportation assets, costs associated with operating and maintaining both the state highway and regional arterial systems are reflected in SCAG's financial forecasting model. SCAG's 2008 RTP identifies a total of \$51.6 billion in costs (through the year 2035) to operate and maintain the region's state highway and arterial systems. SCAG recognizes the importance of obtaining additional funding to fully realize this level of investment. As such, SCAG continues to maintain the importance of adjusting the state gas tax to maintain historical purchasing power.

TRANSIT O&M COSTS

Future transit O&M costs are difficult to predict because they depend on a variety of factors, such as future revenue-miles of service, labor contracts, and the age of rolling stock. The addition of new transit service and capital projects can add to ongoing O&M costs. Over the last decade, these O&M costs grew 1 to 10 percent annually depending on the transit operator (see Figure 8). Some of the differences in O&M growth are due to rapid expansion among the newer operators and outsourcing among the older operators.

FIGURE 8 GROWTH IN TRANSIT OPERATING AND MAINTENANCE COSTS



Source: SCAG Analysis of National Transit Database Statistics

In SCAG's financial forecasting model, transit O&M costs are estimated based upon historical increases:

- The regional average increase (4 percent) is used for most operators. This assumes that some of the extraordinary increases for individual operators due to rapid expansion will not continue into the future.
- For Los Angeles County, the financial plan relies on detailed forecasts from the county transportation commission. These forecasts are consistent with historical data and take into account large shifts in O&M costs due to major capital projects.
- Through the year 2035, \$164.4 billion in transit operating and maintenance costs are identified in the 2008 RTP financial forecast.

Debt Management Policies

The local county transportation commissions in the SCAG region issue both short- and long-term debt on an as-needed basis. Primarily secured by local sales tax programs, long-term debt has been issued to fund a portion of the capital development costs of transportation systems throughout the region where doing so is cost-effective, fiscally prudent, and enhances the ability to facilitate project delivery. Short-term debt instruments have included commercial paper, tax and revenue as well as grant anticipation notes to provide interim cash for projects. In the SCAG region, general policies in the sale and management of debt have been to issue bonds subject to debt limitations; to maintain strong debt service coverage requirements; to obtain the highest possible credit ratings and the lowest cost of borrowing; as well as to minimize risk exposure. There are specific limitations by each local county transportation commission as to the amount of debt that can be incurred at any time:

- Riverside County Transportation Commission (RCTC) limits its outstanding bond debt to \$525 million under the 1989 Measure A and \$500 million under the 2009 Measure A. As of June 30, 2007, RCTC had \$65 million in outstanding sales tax revenue bonds. RCTC maintains an overall "AA+" rating from Standard & Poor's (S&P) and an "Aa2" rating from Moody's Investors Service (Moody's). In September 2006, S&P upgraded RCTC's rating to "AA+" based on a revision to S&P's U.S. public finance special tax criteria. The sales tax revenue bonds are amongst the highest-rated transportation bonds in the nation. In March 2005, RCTC established a \$185 million commercial paper program to provide advance funding for 2009 Measure A capital projects. The commercial paper notes are rated "A1+" by S&P and "P1" by Moody's. As of June 30, 2007, RCTC had \$80 million in outstanding commercial paper notes. The commercial paper notes are expected to be refinanced with the issuance of long-term debt secured by sales taxes from the 2009 Measure A.²
- As of June 30, 2007, Orange County Transportation Authority's (OCTA) outstanding debt consisting of bonds, commercial paper notes, certificates of participation, and capital leases, totaled \$508 million, net of unamortized amounts. The current portion of this debt totals \$79 million. Final maturity of the Measure M Sales Tax Revenue Bonds is scheduled for 2011, when the current Measure M sales tax program expires. OCTA refinanced the taxable bonds assumed in the 91 Express Lanes purchase with tax-exempt bonds in November 2003. Final maturity date on these bonds is December 2030. Final maturity for the transit certificates of participation is scheduled for July 2007.³
- The Los Angeles County Metropolitan Transportation Authority's (LACMTA) outstanding debt (both long-term and commercial paper notes) totals \$3.6 billion as of August 2007. Of this total, Proposition

² RCTC Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2007

³ OCTA Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2007



A and C Sales Tax Revenue Bonds total \$3 billion. Debt affordability targets and policy limits are set as a percentage of revenues used to pay debt service in categories of allowable uses.⁴

- As of June 30, 2007, San Bernardino Associated Governments (SANBAG) had outstanding debt totaling \$107 million. These sales tax revenue bonds are backed by the full faith and credit of SANBAG's Measure I Transactions and Use Tax. SANBAG continues to be well under the \$500 million indebtedness limit as set by Ordinance 89-1, Measure I Transaction.⁵

Conclusion

The financial conditions presented provide the overall context for the 2008 RTIP. Incorporating the analytical framework presented in this section to better gauge the region's financial capacity, the Regional Funding and Expenditure Tables in Attachment D reflect a comprehensive investment package consistent with the region's long-term transportation vision as delineated in the adopted 2008 RTP. Further, the 2008 RTIP for the SCAG region is financial constrained in accordance with 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e). All programming totals are consistent with projected revenues. The policy boards of the region's county transportation commissions and Imperial Valley Association of Governments (IVAG) have approved their respective programs and committed funds to implement the projects listed in the 2008 RTIP. County resolutions are included in Attachment B to demonstrate financial commitment to these projects. Additional documentation is provided in the following supplementary attachment section.

⁴ LACMTA Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2007; also, LACMTA debt policy and program

⁵ SANBAG Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2007

Attachment A

Funding Sources

FUND SOURCE LISTING

FUND TYPE	DESCRIPTION	FUND SOURCE
1112	RECREATIONAL TRAILS	FEDERAL
2006EAR	FFY 2006 APPROPRIATIONS EARMARKS	FEDERAL
5207	INTELLIGENT TRANS SYS	FEDERAL
5307	FTA 5307 UZA FORMULAR	FTA
5307-OP	FTA 5307-OPERATING	FTA
5308	CLEAN FUEL FORMULA	FTA
5309a	FTA 5309(a) GUIDEWY	FTA
5309b	FTA 5309(b) NEW RAIL	FTA
5309c	FTA 5309(c) BUS	FTA
5310	FTA 5310 ELDERLY AND DISABLED TRANSIT PROGRAM	FTA
5311	FTA 5311 NON-URBANIZED AREA	FTA
5311 PR	FTA 5311 NON URBANIZED AREA - PRIOR OBLIGATION	FTA
5311-B3	RURAL TRANSIT ASSISTANCE PROGRAM	FEDERAL
5311-C	PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS	FEDERAL
5313	STATE PLANNING AND RESEARCH	FTA
5316	FTA 5316 JOB ACCESS PROGRAM	FTA
5317	FTA 5317 NEW FREEDOM PROGRAM	FTA
5339	ALTERNATIVES ANALYSIS PROGRAM	FEDERAL
5340	GROWING STATES AND HIGH DENSITY STATES FORMULA	FEDERAL
5394	ROGAN HR5394	FEDERAL
AB2766	STATE AB2766	STATE
ADCONST	LOCAL - ADVANCED CONSTRUCTION	LOCAL
AGENCY	AGENCY	LOCAL
AIR	AIR BOARD	LOCAL
AMTRAK	AMTRAK	FEDERAL
BENEFIT	BENEFIT ASSESS DIST	LOCAL
BIA	BUREAU OF INDIAN AFFAIRS	FEDERAL
BOND-SH	SHOPP AUGMENTATION	STATE
BONDL	BONDS - LOCAL	LOCAL
BR-LOCS	BRIDGE LOCAL SEISMIC	FEDERAL
CBIP	FHWA CORRIDORS AND BORDERS PROGRAM	FEDERAL
CITY	CITY FUNDS	LOCAL
CMAQ	CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM	FEDERAL
CMAQ-AC	CMAQ-ADVANCE CONSTRUCTION	FEDERAL
CMIA	CORRIDOR MOBILITY IMPROVEMENT ACCOUNT	STATE
CMOYER	CARL MOYER FUNDS	STATE
CO	COUNTY	LOCAL

FUND SOURCE LISTING

FUND TYPE	DESCRIPTION	FUND SOURCE
DBR	BRIDGE DISCRETIONARY - REPLACEMENT/REHABILITATION	FEDERAL
DEMISTE	DEMO - ISTE A	FEDERAL
DEMO	DEMO-PRE ISTE A	FEDERAL
DEMOACE	DEMO - SAFETEA LU ACE	FEDERAL
DEMOTL	DEMO - SAFETEA-LU	FEDERAL
DEMOT21	DEMO - TEA 21	FEDERAL
DEV FEE	DEVELOPER FEES	LOCAL
DOC	DEPARTMENT OF COMMERCE	FEDERAL
DOD	DEPARTMENT OF DEFENSE FUNDS	FEDERAL
DS-NG-G	GARVEE DEBT SERVICE	STATE
DS-NH-G	GARVEE DEBT SERVICE PAYMENT	LOCAL
EDA	ECONOMIC DEVELOPMENT ADMINISTRATION GRANT	FEDERAL
ER-LOC	EMERGENCY RELIEF - LOCAL	FEDERAL
ER-S	EMERGENCY RELIEF - STATE	STATE
ERVTFM	EASTERN RIVERSIDE - TRANSPORTATION UNIFORM MITIGATION FEE	LOCAL
FARE	FARE REVENUE	LOCAL
FEE	FEE	LOCAL
FEMA	FEDERAL EMERGENCY MANAGEMENT AGENCY	FEDERAL
FLH	FEDERAL LANDS HIGHWAY	FEDERAL
GEN	GENERAL FUNDS	LOCAL
GRV-NH	GARVEE-NATIONAL HIGHWAY SYSTEM	LOCAL
GRV-NH1	GARVEE-NAT'L HWY INTERREGIONAL IMPROVEMENT PROGRAM	LOCAL
GRV-NHR	GARVEE-NAT'L HWY REGIONAL IMPROVEMENT PROGRAM	LOCAL
GRV-SH	GARVEE BOND FINANCING	STATE
GRV-STI	GARVEE-SURFACE TRANSPORTATION PROGRAM-IIP	LOCAL
GRV-STP	GARVEE-SURFACE TRANSPORTATION PROGRAM	LOCAL
GRV-STR	GARVEE-SURFACE TRANSPORTATION PROGRAM-RIP	LOCAL
HBRR-L	BRIDGE - LOCAL	FEDERAL
HBRR-S	BRIDGE - STATE HIGHWAY OPERATION AND PROTECTION PROGRAM	FEDERAL
HPP-ACC	ADVANCED CONSTRUCTION CONVERSION	FEDERAL
HRRRP	HIGH RISK RURAL ROAD PROGRAM	FEDERAL
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM	FEDERAL
HUD	HOUSING AND URBAN DEVELOPMENT	FEDERAL
I	INTERSTATE	FEDERAL
IBRC	INNOVATIVE BRIDGE RESEARCH AND CONSTRUCTION PROGRAM	FEDERAL
IM	INTERSTATE MAINTENANCE	FEDERAL
IM -EAR	INTERSTATE MAINTENANCE - EARMARK	FEDERAL

FUND SOURCE LISTING

FUND TYPE	DESCRIPTION	FUND SOURCE
IM-4818	INTERSTATE MAINT. HR4818	FEDERAL
IM-IIP	INTERSTATE MAINTENANCE - IIP	FEDERAL
IM-RIP	INTERSTATE MAINTENANCE - RIP	FEDERAL
IM-SHOP	INTERSTATE MAINTENANCE - SHOPP	FEDERAL
IS	INTERSTATE SUBSTITUTE	FEDERAL
LBSRA	LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT	STATE
LOC-AC	LOCAL ADVANCE CONSTRUCTION	LOCAL
LSRCRTS	LOCAL STREET AND ROAD, CONGESTION	STATE
LTF	LOCAL TRANSPORTATION FUNDS	LOCAL
MELLO	MELLO ROOS	LOCAL
NCIIP	NAT'L CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRAM	FEDERAL
NH	NATIONAL HIGHWAY SYSTEM	FEDERAL
NH-GIIP	NATIONAL HIGHWAY SYSTEM - GRANDFATHER IIP	FEDERAL
NH-GRIP	NATIONAL HIGHWAY SYSTEM - GRANDFATHER RIP	FEDERAL
NH-IIP	NATIONAL HIGHWAY SYSTEM - IIP	FEDERAL
NH-RIP	NATIONAL HIGHWAY SYSTEM - RIP	FEDERAL
NH-SHOP	NATIONAL HIGHWAY SYSTEM - SHOPP	FEDERAL
NSBP	NATIONAL SCENIC BYWAYS PROGRAM	FEDERAL
OES	OFFICE OF EMERGENCY SERVICES	STATE
ORA-BCK	ORANGE M - TURNBACK	LOCAL
ORA-FWY	ORANGE M - FREEWAY	LOCAL
ORA-GMA	ORANGE M - GMA	LOCAL
ORA-IIP	ORANGE M - IIP	LOCAL
ORA-PAH	ORANGE M - MPAH	LOCAL
ORA-RIP	ORANGE M - REG I/C	LOCAL
ORA-SIP	ORANGE M - SIGNALS	LOCAL
ORA-SSP	ORANGE M - SMARTST	LOCAL
ORA-TDM	ORANGE M - TDM	LOCAL
ORA-TRN	ORANGE M - TRANSIT	LOCAL
ORAFWY2	ORANGE M2 - FREEWAY	LOCAL
ORAM2RC	ORANGE CO. MEASURE M2 - REGIONAL CAPACITY	LOCAL
ORAM2SS	ORANGE CO. MEASURE M2 - SIGNAL SYNCHRONIZATION	LOCAL
ORAM2TR	ORANGE CO. MEASURE M2 - TRANSIT	LOCAL
P-TAX	PROPERTY TAX	LOCAL
P116	PROP 116	STATE
PC10	PROP "C10" FUNDS	LOCAL
PC20	PROP "C20" FUNDS	LOCAL

FUND SOURCE LISTING

FUND TYPE	DESCRIPTION	FUND SOURCE
PC25	PROP "C25" FUNDS	LOCAL
PC40	PROP C"40" FUNDS	LOCAL
PC5	PROP "C5" FUNDS	LOCAL
PLH	PUBLIC LAND HWYS	FEDERAL
PNRS	PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE	FEDERAL
PNRSAC	ADV CONSTR. PROJECTS OF NAT'L AND REG'L SIGNIFICANCE	LOCAL
PORT	PORT FUNDS	LOCAL
PROPA	PROP "A" FUNDS	LOCAL
PROPALR	PROP "A" LOCAL RETURN	LOCAL
PTA	PUBLIC TRANSIT ACCT	STATE
PTA-IIP	PUBLIC TRANSIT ACCT - IIP	STATE
PTA-PRI	PUBLIC TRANSIT ACCT - PRIOR STIP	STATE
PTA-RIP	PUBLIC TRANSIT ACCOUNT - RIP	STATE
PTMISEA	PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT.	STATE
PVT	PRIVATE FUNDS	LOCAL
RED	REDEVELOPMENT FUNDS	LOCAL
RSTP-AC	REGIONAL SURFACE TRANSPORTATION PROGRAM - ADV. CONSTR.	FEDERAL
S-PARK	STATE PARK FUNDS	STATE
SC3090	STATE CASH (AB 3090)	STATE
SEC112	SECTION 112	FEDERAL
SEC115	SECTION 115	FEDERAL
SEC117	SECTION 117	FEDERAL
SEC330	SECTION 330	FEDERAL
SHOPPAC	STATE HIGHWAY OPERATION & PROTECTION PRGRM - ADV. CONS.	STATE
SLP	STATE LOCAL PARTNER	STATE
SRTS	SAFE ROUTE TO SCHOOLS	FEDERAL
ST-CASH	STATE CASH	STATE
ST-SPR	PARTNERSHIP PLANNING GRANT	STATE
STA	STATE TRANSIT ASSISTANCE	STATE
STA-1B	STATE TRANSIT ASSISTANCE - PROPOSITION 1B FUNDS	STATE
STA-BLA	STATE BIKE LANE ACCOUNT	STATE
STA-PUC	STATE - PUBLIC UTILITIES COMMISSION	STATE
STAL-S	STATE LEGISLATION - STATE	STATE
STCASGI	STATE CASH - GRANDFATHERED IIP	STATE
STCASH3	STATE CASH - AB 3090	STATE
STCASHg	STATE CASH - GRANDFATHERED RIP	STATE
STCASHI	STATE CASH - IIP	STATE

FUND SOURCE LISTING

FUND TYPE	DESCRIPTION	FUND SOURCE
STCASHP	STATE CASH - PRIOR STATE TRANSP. IMPROVEMENT PROGRAM	STATE
STCASHR	STATE CASH - RIP	STATE
STCASHS	STATE CASH- SHOPP	STATE
STCRSP	STATE CASH - PRIOR RETROFIT SOUNDWALL PROGRAM	STATE
STIPPRI	STATE TRANSPORTATION IMPROVEMENT PROGRAM - PRIOR	STATE
STP	SURFACE TRANSPORTATION PROGRAM	FEDERAL
STP-GI	SURFACE TRANSPORTATION PPROGRAM -GRANDFATHER IIP	FEDERAL
STP-GR	SURFACE TRANSPORTATION PPROGRAM -GRANDFATHER RIP	FEDERAL
STP-IIP	SURFACE TRANSPORTATION PPROGRAM - IIP	FEDERAL
STP-RIP	SURFACE TRANSPORTATION PPROGRAM - RIP	FEDERAL
STP4818	SURFACE TRANSPORTATION PROGRAM - HR4818	FEDERAL
STPE	SURFACE TRANSPORTATION PROGRAM ENHANCEMENT	FEDERAL
STPE-I	SURFACE TRANSPORTATION PROGRAM ENHANCEMENT - IIP TEA	FEDERAL
STPE-L	SURFACE TRANSPORTATION PROGRAM ENHANCEMENT - LOCAL TEA	FEDERAL
STPE-P	SURFACE TRANSPORTATION PROGRAM ENHANCEMENT - PRIOR STIP	FEDERAL
STPE-PR	STP ENHANCEMENT - PRIOR RIP TEA	FEDERAL
STPE-R	SURFACE TRANSPORTATION PROGRAM ENHANCEMENT - RIP TEA	FEDERAL
STPE-S	SURFACE TRANSPORTATION PROGRAM ENHANCEMENT - SHOPP TEA	FEDERAL
STPG-L	SURFACE TRANSPORTATION PROGRAM - SAFETY LOCAL	FEDERAL
STPIIP3	SURFACE TRANSPORTATION PROGRAM - IIP AB 3090	FEDERAL
STPL	SURFACE TRANSPORTATION PROGRAM - LOCAL	FEDERAL
STPL-R	SURFACE TRANSPORTATION PROGRAM - LOCAL - REGIONAL	FEDERAL
STPR-L	SURFACE TRANSPORTATION PROGRAM - RAILROAD LOCAL	FEDERAL
STPR-S	SURFACE TRANSPORTATION PROGRAM - RAILROAD STATE	FEDERAL
STPRIP3	SURFACE TRANSPORTATION PROGRAM - RIP AB3090	FEDERAL
STPSHOP	SURFACE TRANSPORTATION PROGRAM - SHOPP	FEDERAL
TCIF	TRADE CORRIDOR PROGRAM	STATE
TCRF	TRAFFIC CONGESTION RELIEF	STATE
TCSPPP	TRANSPORTATION/COMMUNITY SYSTEMS PRESERV. PILOT PROG.	FEDERAL
TDA	TRANSPORTATION DEVELOPMENT ACT	LOCAL
TDA3	TRANSPORTATION DEVELOPMENT ACT - ARTICLE #3	LOCAL
TDA4	TRANSPORTATION DEVELOPMENT ACT - ARTICLE #4	LOCAL
TDA4.5	TRANSPORTATION DEVELOPMENT ACT - ARTICLE #4.5	LOCAL
TDA4/8	TRANSPORTATION DEVELOPMENT ACT - ARTICLE #4 AND #8	LOCAL
TDA8	TRANSPORTATION DEVELOPMENT ACT - ARTICLE #8	LOCAL
TPD	TRANSPORTATION PLANNING AND DEVELOPMENT	STATE
TRA FEE	TRAFFIC IMPACT FEES	LOCAL

FUND SOURCE LISTING

FUND TYPE	DESCRIPTION	FUND SOURCE
UNIV	STATE UNIVERSITY	STATE
WRVTUMF	WESTERN RIVERSIDE - TRANSPORTATION UNIFORM MITIGATION FEE	LOCAL
XORA	MEASURE M - ORANGE COUNTY	LOCAL
XRIV	RIVERSIDE COUNTY SALES TAX	LOCAL
XSBD	SAN BERNARDINO COUNTY - MEASURE I	LOCAL

Attachment B

County Resolutions

**IMPERIAL VALLEY
ASSOCIATION OF GOVERNMENTS**

940 MAIN STREET, SUITE 208
EL CENTRO, CA 92243-2875
PHONE: (760) 482-4290
FAX: (760) 352-7876
EMAIL: ivag@imperialcounty.net

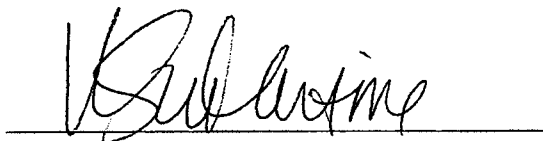
REGIONAL COUNCIL

(Minute Order Number (12.1207.1.6))

The IVAG Regional Council at its regular meeting on Wednesday, December 12, 2007 took the following action regarding the **Regional Transportation Improvement Program (RTIP) FY 2008-09 to FY 2013-14:**

- a. Adopt the recommended 2008 RTIP
- b. Authorize the Chairman to sign the resolution
- c. Authorize staff to submit the documentation to SCAG and CALTRANS for inclusion in the regional 2008 RTIP.

I, Kathi Williams, Secretary to the Imperial Valley Association of Governments, certify that this is a true copy of actions taken on the 12th day of December 2007, by the IVAG Regional Council.



KATHI S. WILLIAMS
ADMINISTRATIVE ANALYST/ SECRETARY

1 **RESOLUTION OF THE IMPERIAL VALLEY ASSOCIATION OF**
2 **GOVERNMENTS (IVAG) WHICH APPROVES THE RESOURCES**
3 **TO FUND THE PROJECTS IN THE FY 2008/09-2013/14 REGIONAL**
4 **TRANSPORTATION IMPROVEMENT PROGRAM AND REAFFIRMS**
5 **ITS COMMITMENT TO ALL OF THE PROJECTS IN THE PROGRAM.**

6 **WHEREAS**, the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A
7 Legacy For Users (SAFETEA-LU) requires the Southern California Association of
8 Governments (SCAG) to adopt a Regional Transportation Improvement Program (RTIP) for the
9 metropolitan planning area; and

10 **WHEREAS**, the SAFTEA-LU also requires that the Regional Transportation
11 Improvement Program include a financial plan that demonstrates how the Regional
12 Transportation Improvement Program can be implemented; and

13 **WHEREAS**, the region of Imperial County is located within the metropolitan planning
14 boundaries of SCAG; and

15 **WHEREAS**, The Imperial Valley Association of Governments (IVAG) was formed
16 March, 1973 by and between the County of Imperial and the Cities of Brawley, Calexico,
17 Calipatria, El Centro, Holtville, Imperial and Westmorland, to provide a regional governing
18 council; and

19 **WHEREAS**, IVAG is the responsible agency for short-range transportation, capital,
20 service planning and programming, and the development of the IVAG Regional Transportation
21 Improvement Program, including all projects utilizing federal and state, highway and transit
22 funds; and

23 **WHEREAS**, IVAG must determine on an annual basis, the total amount of funds that
24 are available for transportation projects within its boundaries; and

25 **WHEREAS**, IVAG has adopted the criteria for apportionment of the funds; and

26 **WHEREAS**, IVAG has developed and adopted the Regional Transportation
27
28

1 Improvement Program (RTIP); FY 2008/09 – 2013/14, with funding for fiscal years FY 2008/09
2 and FY 2009/10 available and committed, and reasonably committed for fiscal years FY
3 2010/11 through FY 2013/14 for programming and to allow environmental work on approved
4 projects to proceed.

5
6 **THEREFORE, BE IT RESOLVED** that IVAG affirms its continuing commitment to
7 the projects in the FY 2008/09-2013/14 Regional Transportation Improvement Program; and

8 **BE IT FURTHER RESOLVED** that the IVAG financial plan identifies the resources
9 that are reasonably expected to be made available to carry out the program and certifies that:

- 10 1. The Regional Improvement Program projects in the FY 2008/09 – 2013/14
11 IVAG TIP are consistent with the proposed 2008 State Transportation
12 Improvement Program scheduled to be approved by the California
13 Transportation Commission in April 2008; and
14
15 2. IVAG has the funding in its county Surface Transportation Program and
16 Congestion Mitigation and Air Quality Program (CMAQ) allocation to fund all
17 of the projects in the FFY 2008/09 – 2013/14 IVAG TIP; and
18
19 3. The local match for projects funded with federal STP and CMAQ program funds
20 is identified in the RTIP.
21
22 4. All the Federal Transit Administration (FTA) funded projects are programmed
23 within SAFETEA-LU Guaranteed Funding levels .

24 **PASSED AND ADOPTED** at a regular meeting of the Imperial Valley Association of
25 Governments, held on the day of December 12, 2007.

26 IMPERIAL VALLEY ASSOCIATION OF GOVERNMENTS

27 BY: _____

28 Regional Council Chairperson



**RESOLUTION CERTIFYING THAT THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY HAS RESOURCES TO
FUND PROJECTS IN FFY 2008-09 – 2013-14 TRANSPORTATION IMPROVEMENT
PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS
IN THE PROGRAM**

WHEREAS, Los Angeles County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, SAFETEA-LU also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) is the agency responsible for short-range capital and service planning and programming for the Los Angeles County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, Metro is responsible for the development of the Los Angeles County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway and transit funds; and

WHEREAS, Metro must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, Metro has adopted the Federal Fiscal Year (FFY) 2008-09 – 2013-14 Los Angeles County TIP with funding for FFY 2008-09 and 2009-10 available and committed, and reasonably committed for FFY 2010-11 through 2013-14.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it affirms its continuing commitment to the projects in the FFY 2008-09 – 2013-14 Los Angeles County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2008-09 – 2013-14 Los Angeles County TIP Financial Plan identifies the resources that are available and committed

in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. The Regional Improvement Program projects in the FFY2008-09 – 2013-14 Los Angeles County TIP are consistent with the proposed 2008 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in April 2008;
2. Los Angeles County has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) allocations to fund all of the projects in the FFY 2008-09 – 2013-14 Los Angeles County TIP; and
3. The local match for projects funded with federal STP and CMAQ program funds is identified in the RTIP.
4. All Federal Transit Administration-funded projects are programmed within SAFETEA-LU Guaranteed Funding levels.

CERTIFICATION

The undersigned, duly qualified and serving as Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the forgoing is a true and correct representation of a Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on November 29, 2007.


MICHELE JACKSON
Metro Board Secretary

DATED:

(SEAL)

**RESOLUTION NO. 2008-06 OF THE BOARD OF DIRECTORS
OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY**

FISCAL YEAR 2008-09 – FISCAL YEAR 2013-14

TRANSPORTATION IMPROVEMENT PROGRAM

THIS RESOLUTION CERTIFIES THAT THE ORANGE COUNTY TRANSPORTATION AUTHORITY AND OTHER RESPONSIBLE AGENCIES HAVE THE RESOURCES TO FUND THE PROJECTS IN FISCAL YEAR 2008-09 THROUGH 2013-14 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRM THE COMMITMENT TO IMPLEMENT ALL OF THE PROJECTS IN THE PROGRAM.

WHEREAS, Orange County is located within the metropolitan planning boundaries of the Southern California Association of Governments (hereinafter referred to as "SCAG"); and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires SCAG to adopt a Regional Transportation Improvement Program for the metropolitan planning area; and

WHEREAS, the SAFETEA-LU also requires that the Regional Transportation Improvement Program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Orange County Transportation Authority (hereinafter referred to as the "Authority") is the agency responsible for short-range capital and service planning and programming for the Orange County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the Authority is responsible for the development of the Orange County Regional Transportation Improvement Program, including all projects utilizing federal and state highway and transit funds; and

WHEREAS, the Authority must determine on a annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the Authority has adopted the fiscal year 2008-09 through 2013-14 Orange County Regional Transportation Improvement Program with funding for fiscal year 2008-09 and 2009-10, available and committed, and reasonably committed for fiscal year 2008-09 through 2013-14;

NOW, THEREFORE, BE IT RESOLVED by the Authority that it affirms its continuing commitment to the projects in the fiscal year 2008-09 through 2013-14 Orange County Regional Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED that the fiscal year 2008-09 through 2013-14 Orange County Regional Transportation Improvement Program Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. All the Regional Improvement Program projects in the fiscal year 2008-09 through 2013-14 Authority TIP are consistent with the 2008 State Transportation Improvement Program, scheduled to be approved by the California Transportation Commission in April 2008; and
2. Orange County has the funding capacity in its County Surface Transportation Program and Congestion Mitigation and Air Quality Program allocation to fund all identified projects in the fiscal year 2008-09 through 2013-14 Authority TIP; and
3. The local match for projects funded with the federal Surface Transportation Program and Congestion Mitigation and Air Quality Program have been identified in the RTIP.
4. All of the Federal Transit Administration funded projects are programmed within SAFETEA-LU guaranteed funding levels.

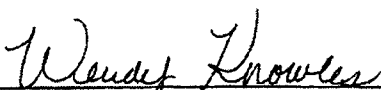
ADOPTED, SIGNED, AND APPROVED this 28 day of January, 2008.

AYES: Chairman Norby, Vice Chairman Buffa, Directors Amante, Bates, Brown, Campbell, Cavecche, Dixon, Glaab, Green, Mansoor, Moorlach, Nguyen, Pringle, Pulido, Rosen, and Winterbottom

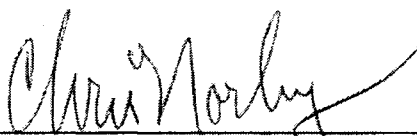
NOES: None

ABSENT:

ATTEST:



Wendy Knowles
Clerk of the Board



Chairman Norby
Orange County Transportation Authority

RESOLUTION 08-009

RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION
CERTIFYING THAT RIVERSIDE COUNTY HAS RESOURCES TO FUND PROJECTS
IN FISCAL YEARS 2008/09 THROUGH 2013/14 TRANSPORTATION IMPROVEMENT
PROGRAM AND AFFIRMING COMMITMENT TO IMPLEMENT ALL PROJECTS IN
THE PROGRAM

WHEREAS, Riverside County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires SCAG to adopt a regional transportation improvement program for the metropolitan area; and

WHEREAS, the SAFETEA-LU also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Riverside County Transportation Commission is the agency responsible for short-range capital and service planning and programming for the Riverside County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the RCTC is responsible for developing the Riverside County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway and transit funds; and

WHEREAS, the Riverside County Transportation Commission (RCTC) must determine annually the total amount of funds that may be available for transportation projects within its boundaries; and

WHEREAS, the Riverside County Transportation Commission (RCTC) has adopted the FY 2008/09 through FY 2013-2014 Riverside County TIP for FY 2008/09 through FY 2011/12 for funding purposes and has adopted the TIP for FY 2012/13 through FY 2013/14 for programming purposes and to allow environmental work on approved projects to proceed.

WHEREAS, the RCTC has programmed the FY 2008/09 – FY 2013/14 in year of expenditure dollars; and

NOW, THEREFORE, BE IT RESOLVED by the Riverside County Transportation Commission that it affirms its continuing commitment to the projects in the FY 2008/09 through FY 2013/14 Riverside County TIP; and

BE IT FURTHER RESOLVED, that the FY 2008/09 through FY 2013/14 Riverside County TIP Financial Plan identifies the resources which may be reasonably expected to be made available to carry out the program, and that the RCTC certifies to the following:

- 1 The projects in the FY 2008/09 through FY 2013/14 Riverside County TIP remain the highest priority for funding by the RCTC,
- 2 All projects in the State Highways component of the FY 2008/09 through FY 2013/14 Riverside County TIP have been included in the County's projects for inclusion in the 2008 State Transportation Improvement Program (STIP) that is scheduled to be approved by the California Transportation Commission in April 2006, and as requested by state laws and amended by SB45,
- 3 All projects in the State Highways component of the FY 2008/09 through FY 2013/14 Riverside County TIP have complete funding for each programming phase identified in the Federal State Transportation Improvement Program (FSTIP),
- 4 Riverside County has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) program allocations to fund all of the projects in the FY 2008/09 through FY 2013/14 Riverside County TIP,
- 5 Local Matching funds for projects financed with federal STP and CMAQ Program funding have been identified in the Financial Plan, and
- 6 All the Federal Transit Administration funded projects are programmed within SAFETEA-LU Guaranteed Funding Levels.

APPROVED AND ADOPTED by the Riverside County Transportation Commission at its meeting on Wednesday, February 13, 2008

BY:


Jeff Stone, Chair

Riverside County Transportation Commission

ATTEST:

BY:


Jennifer Harmon

Clerk of the Board

RESOLUTION NO. 08-008

2008 RTIP (Regional Transportation Improvement Program)

A RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION COMMISSION (SANBAG) CERTIFIES THAT SAN BERNARDINO COUNTY HAS THE RESOURCES TO FUND THE PROJECTS SUBMITTED FOR INCLUSION IN THE FY 2008/2009-2013/2014 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMING ITS COMMITMENT TO IMPLEMENT ALL OF THE PROJECTS SUBMITTED IN THE PROGRAM

WHEREAS, San Bernardino County is located within the metropolitan planning boundaries of the Southern California Association of Governments; and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act; A Legacy for Users (SAFETEA-LU) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the SAFETEA-LU also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, San Bernardino County Transportation Commission is the agency responsible for short-range capital and service planning and programming for the San Bernardino County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the San Bernardino County Transportation Commission is responsible for the development of the San Bernardino County Transportation Improvement Program, including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, San Bernardino County Transportation Commission must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, San Bernardino County Transportation Commission has programmed the FFY 2008/09-2013/14 in year of expenditure dollars; and

WHEREAS, San Bernardino County Transportation Commission has adopted the FFY 2008/09-2013/14 San Bernardino County Transportation Improvement Program with funding for FFY 2008/09 and 2009/10 available and committed, and reasonably committed for FFY 2010/11 through 2013/14; and

NOW, THEREFORE, BE IT RESOLVED that the San Bernardino County Transportation Commission (SANBAG) that it affirms its continuing commitment to the projects

in the FFY 2008/09-2013/14 SANBAG Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FFY 2008/09-2013/14 SANBAG TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. The Regional Transportation Improvement Program projects in the FFY 2008/09-2013/14 San Bernardino County Transportation Commissions TIP scheduled to be approved by the California Transportation Commission in April 2008; and
2. All of the projects in the SANBAG TIP have complete funding identified in the Program.
3. San Bernardino County Transportation Commission has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) allocation to fund all of the projects in the FFY 2008/09-2013/14 SANBAG TIP; and
4. The local match for projects funded with federal STP and CMAQ programs is identified in the RTIP.
5. All of Federal Transit Administration funded projects are programmed within SAFETEA-LU Guaranteed Funding levels.

PASSED, APPROVED AND ADOPTED THIS ____ DAY OF _____ 2008.

SANBAG President, Lawrence Dale

SANBAG County Counsel, Jean Rene Basle

RESOLUTION NO. 2008-01

**A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION WHICH
CERTIFIES THAT VENTURA COUNTY HAS THE RESOURCES
TO FUND THE PROJECTS IN THE FY 2008/09-2013/14 TRANSPORTATION IMPROVEMENT
PROGRAM AND AFFIRMS ITS COMMITMENT TO
IMPLEMENT ALL OF PROJECTS IN THE PROGRAM**

WHEREAS, the Ventura County Transportation Commission is located within the metropolitan planning boundaries of the Southern California Association of Governments; and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the SAFETEA-LU also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Ventura County Transportation Commission is the agency responsible for short-range capital and service planning and programming for the Ventura County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the Ventura County Transportation Commission is responsible for the development of the Ventura County Transportation Improvement Program, including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, the Ventura County Transportation Commission must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the Ventura County Transportation Commission has adopted the FY 2008/09-2013/14 Ventura County Transportation Improvement Program for fiscal years 2008/09 and 2009/10 available and committed, and reasonably committed for fiscal years 2010/11 through 2013/14.

NOW, THEREFORE, BE IT RESOLVED by the Ventura County Transportation Commission that it affirms its continuing commitment to the projects in the FY 2008/09-2013/14 Ventura County Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FY 2008/09-2013/14 Ventura County Transportation Improvement Program Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. The Regional Improvement Program projects in the FY 2008/09 – 2013/14 Ventura County TIP are in the proposed 2008 State Transportation Improvement Program that is scheduled to be approved by the California Transportation Commission in April 2008; and

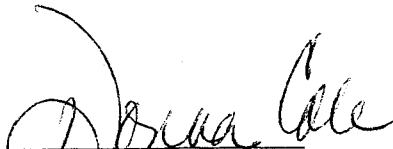
2. All of the projects in the Ventura County TIP have complete funding identified; and
3. Ventura County has the funding capacity in its county Surface Transportation Program and Congestion Mitigation and Air Quality Program allocation to fund all of the projects in the FY 2008/09 – 2013/14 Ventura County TIP; and
4. The local match for projects funded with federal STP and CMAQ program funds is identified in the RTIP; and
5. All the Federal Transit Administration funded projects are programmed within SAFETEA-LU Guaranteed Funding levels.

PASSED, APPROVED AND ADOPTED this eleventh day of January, 2008.



Joe DeVito, Chair

ATTEST:



Donna Cole, Clerk

Attachment C
Transit Operator Financial Data



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Financial Data for FY 2009¹

¹ Proposed FY 2009 Budget, LACMTA



Los Angeles County Metropolitan Transportation Authority

Proposed FY09 Budget

Funding and Expense/Expenditure Summaries
Summary of Funding by Source

\$ (Dollars in millions)	FY05 Actual		FY06 Actual		FY07 Actual		FY08 Budget		FY09 Proposed	
Sales Tax ⁽¹⁾	1587.5	60.4%	1440.7	56.1%	1763.7	64.7%	1927.2	61.4%	2188.3	64.9%
Federal, State, & Local Grants	488.5	18.6%	702.8	27.4%	509.7	18.7%	676.6	21.5%	749.6	22.2%
Passenger Fares & Advertising	284.2	10.8%	297.8	11.6%	304.5	11.2%	341.1	10.9%	349.7	10.4%
Net Proceeds from Financing	185.6	7.1%	42.6	1.7%	93.2	3.4%	96.6	3.1%	27.7	0.8%
Other ⁽²⁾	80.8	3.1%	85.3	3.3%	53.8	2.0%	99.1	3.2%	54.9	1.6%
Total Funding	2626.6	100.0%	2569.2	100.0%	2724.9	100.0%	3140.6	100.0%	3370.2	100.0%

Summary of Expenses/Expenditures by Program

(\$ in millions)	FY05 Actual		FY06 Actual		FY07 Actual		FY08 Budget		FY09 Proposed	
Countywide Bus										
Metro Bus										
Operating	780.0	29.7%	839.5	32.8%	894.9	32.8%	928.2	29.6%	967.1	28.7%
Capital	178.2	6.8%	151.4	5.9%	154.9	5.7%	211.1	6.7%	214.6	6.4%
Bus Rapid Transit	119.8	4.6%	27.6	1.1%	14.6	0.5%	11.4	0.4%	9.2	0.3%
Metro Bus Subtotal	1078.0	41.0%	1018.5	39.8%	1064.4	39.1%	1150.7	36.6%	1190.9	35.3%
Municipal Operator and Paratransit Programs	260.4	9.9%	242.2	9.5%	280.9	10.3%	257.2	8.2%	325.9	9.7%
Countywide Bus Subtotal	1338.4	51.0%	1260.7	49.3%	1345.3	49.4%	1407.9	44.8%	1516.8	45.0%
Countywide Rail		0.0%		0.0%		0.0%		0.0%		0.0%
Metro Rail		0.0%		0.0%		0.0%		0.0%		0.0%
Operating	207.2	7.9%	214.0	8.4%	228.1	8.4%	238.2	7.6%	248.9	7.4%
Capital	22.5	0.9%	35.4	1.4%	11.2	0.4%	28.0	0.9%	39.2	1.2%
Rail Rehabilitation	0.0	0.0%	0.0	0.0%	0.0	0.0%	1.0	0.0%	48.5	1.4%
Rail Construction	48.1	1.8%	26.5	1.0%	19.7	0.7%	42.5	1.4%	56.1	1.7%
LRT-Eastside/Expo	190.3	7.2%	156.3	6.1%	230.1	8.4%	360.2	11.5%	323.4	9.6%
Metro Rail Subtotal	468.1	17.8%	432.2	16.9%	489.1	17.9%	669.9	21.3%	716.1	21.2%
Metrolink	42.1	1.6%	45.5	1.8%	44.2	1.6%	58.5	1.9%	65.4	1.9%
Countywide Rail Subtotal	510.2	19.4%	477.7	18.7%	533.3	19.6%	728.4	23.2%	781.5	23.2%
Sales tax return to local jurisdictions	280.7	10.7%	288.3	11.3%	295.9	10.9%	301.6	9.6%	304.4	9.0%
Streets and Highways	138.7	5.3%	191.7	7.5%	179.0	6.6%	303.5	9.7%	329.8	9.8%
Debt Service ⁽³⁾	286.9	10.9%	287.6	11.2%	312.3	11.5%	308.5	9.8%	321.0	9.5%
Other Governmental ⁽⁴⁾	71.8	2.7%	52.8	2.1%	59.2	2.2%	90.6	2.9%	116.7	3.5%
Total Expenditures	2626.7	100.0%	2558.8	100.0%	2725.0	100.0%	3140.5	100.0%	3370.2	100.0%

⁽¹⁾ Sales tax revenues include the use of carryover balances.

⁽²⁾ Includes CNG fuel credits, lease revenue, and other General Fund components plus Benefit Assessment District (BAD) resources

⁽³⁾ Includes principal liability payments and

⁽⁴⁾ General Fund Others, General Fund Property Management, Rideshare Service, & Regional EZ Pass.

Note: Totals may not add due to rounding.

Source: LACMTA Proposed FY09 Budget, http://www.metro.net/about_us/finance/pdf/Proposed_FY09_Budget.pdf

Los Angeles County Metropolitan Transportation Authority

Proposed FY09 Budget

Enterprise Fund

(Amounts in millions)

(Amounts in millions)	Bus Rapid Transit			Bus			Light Rail			Heavy Rail			Non-Modal Regional			Total			
	FY07 Actual	FY08 Budget	FY09 Proposed	FY07 Actual	FY08 Budget	FY09 Proposed	FY07 Actual	FY08 Budget	FY09 Proposed	FY07 Actual	FY08 Budget	FY09 Proposed	FY07 Actual	FY08 Budget	FY09 Proposed	FY07 Actual	FY08 Budget	FY09 Proposed	
Enterprise Fund by Mode																			
Operating revenues:																			
Passenger fares		3.3	4.4	4.4	238.4	281.4	285.4	20.8	27.3	27.7	23.7	28.4	29	0	0	0	286.2	321.5	326.4
Route subsidies		0	0	0	0.3	0.3	0	0	0	0	0	0	0	0	0	0	0.3	0.3	0
Advertising		0	0	0.5	17.8	19	20.7	0.1	0	0	0.1	0.3	2.1	0	0	0	18	19.3	23.3
Total Operating revenues		3.3	4.4	4.9	256.5	280.7	286.1	20.9	27.3	27.7	23.8	28.7	31.1	0	0	0	304.5	341.1	349.7
Operating expenses, excluding depreciation:		17.9	22.5	23.3	874.3	901.4	936.5	142.5	149.1	156.5	85.6	89.3	92.4	2.7	4.2	4.3	1123	1166.6	1216
Operating loss		(14.6)	(18.1)	(18.4)	(617.8)	(620.7)	(653.4)	(121.6)	(121.8)	(128.8)	(61.8)	(60.6)	(61.3)	(2.7)	(4.2)	(4.3)	(818.5)	(825.5)	(866.3)
Operating subsidies and grants (other expenses)																			
Local operating grants		0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
State operating grants		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal operating grants		12.3	13.7	4.7	123.8	139.9	148.1	30.3	27.2	36.1	18.7	19.2	24.6	0.0	0.0	0.0	185.1	200.0	213.4
Interest revenues		0.0	0.0	0.0	11.8	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	11.8	0.5	0.5
Net (decline) in fair value of investments		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Debt (expense)		0.0	0.0	0.0	(7.1)	(14.1)	(14.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(7.1)	(14.1)	(14.0)
Gain (loss) on disposition of fixed assets		0.0	0.0	0.0	1.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	3.0	0.0
Other revenue		0.0	0.0	0.0	5.9	2.6	2.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	5.9	2.7	2.2
Total operating subsidies and grants (other expenses)		12.3	13.7	4.7	135.6	131.9	136.7	30.3	27.2	36.1	18.7	19.3	24.7	0.0	0.0	0.0	197.1	192.1	202.1
Gain (loss) before debt and capital items		(2.3)	(4.4)	(13.7)	(482.0)	(488.8)	(518.7)	(91.3)	(94.6)	(92.7)	(43.1)	(41.3)	(36.6)	(2.7)	(4.2)	(4.3)	(621.4)	(633.4)	(664.2)
Debt service & capital grants/contributions:																			
Local																			
Capital		1.7	0.1	0.1	0.4	0.0	3.2	0.0	11.2	8.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	11.3	11.2
Debt service grants/other revenues		0.0	0.0	0.0	0.0	0.3	0.3	0.0	1.7	1.8	0.0	0.2	0.2	0.0	0.0	0.0	0.0	2.3	2.2
Proceeds from financing		5.8	10.9	0.0	17.7	8.6	0.0	25.6	64.6	2.7	2.6	12.5	25.0	0.0	0.0	0.0	51.7	96.6	27.7
State-capital		0.0	0.0	0.0	0.0	50.0	10.2	81.7	214.5	248.4	0.0	0.0	0.0	0.0	0.0	0.0	81.7	264.5	258.7
Federal-capital		1.6	0.4	0.2	56.4	42.6	83.0	149.4	63.6	65.5	2.0	2.1	0.0	0.0	0.0	0.0	211.4	128.9	148.8
Total debt service & capital grants/contributions		9.1	11.4	0.3	76.5	101.7	96.7	256.7	375.6	326.2	4.6	14.8	25.2	0.0	0.0	0.0	348.9	503.6	448.6
Capital program:																			
Operating capital and Rail Rehab		0.0	0.0	0.0	(154.9)	(209.4)	(214.6)	(7.0)	(17.7)	(37.6)	(4.1)	(13.1)	(50.1)	0.0	0.0	0.0	(166.0)	(240.2)	(302.3)
Major construction		(14.7)	(15.0)	(9.2)	0.0	0.0	0.0	(247.4)	(380.8)	(376.6)	(2.3)	(12.5)	(2.9)	0.0	0.0	0.0	(264.4)	(408.3)	(388.9)
Total capital program		(14.7)	(15.0)	(9.2)	(154.9)	(209.4)	(214.6)	(254.4)	(398.5)	(414.2)	(6.4)	(25.6)	(53.0)	0.0	0.0	0.0	(430.4)	(648.5)	(691.2)
Debt service expenses:																			
Interest expense		0.0	0.0	0.0	(11.3)	(11.9)	(12.3)	(99.0)	(99.5)	(104.3)	(34.2)	(34.7)	(35.9)	0.0	0.0	0.0	(144.5)	(146.2)	(152.5)
Principal payments ⁽¹⁾		(1.0)	0.0	0.0	(54.5)	(12.0)	(12.0)	(80.0)	(80.3)	(84.8)	(16.8)	(28.9)	(30.3)	0.0	0.0	0.0	(132.3)	(121.2)	(127.1)
Services		0.0	0.0	0.0	(0.3)	(0.3)	(0.4)	(2.7)	(1.5)	(1.5)	(0.8)	(0.4)	(0.3)	0.0	0.0	0.0	(3.8)	(2.2)	(2.2)
Total debt service expenses		(1.0)	0.0	0.0	(66.1)	(24.2)	(24.7)	(161.7)	(161.3)	(190.6)	(51.8)	(64.0)	(66.5)	0.0	0.0	0.0	(280.6)	(269.6)	(281.8)
Transfers in		8.9	7.9	22.5	626.5	620.6	659.4	250.7	298.7	371.4	96.7	116.2	131.0	2.8	4.2	4.3	985.6	1047.9	1188.7
Net surplus (deficit)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

⁽¹⁾ Excludes defeased leases and includes non-

cash items

Note: Totals may not add due to rounding

Source: LACMTA Proposed FY09 Budget, http://www.metro.net/about_us/finance/pdf/Proposed_FY09_Budget.pdf

ORANGE COUNTY TRANSPORTATION AUTHORITY

Financial Data for FY 2009¹

¹ OCTA Business Plan, FY 2008, OCTA



Orange County Transportation Authority

Cash Flow Statement - Transit

(millions)	2008	2009	2010	2011	2012
Beginning Balance	192.6	134.4	108.7	92.4	61.7
Cash flows from operating activities					
Sources of funds					
Sales Tax Revenue	139.3	148.6	155.6	165.4	213.5
Passenger fares	51.3	58.4	63.7	65.8	67.5
Gas Tax Exchange	23.0	23.0	23.0	23.0	23.0
Property Tax revenue	11.0	11.6	12.3	13.1	13.8
Charges for services	0.1	0.1	0.1	0.1	0.1
Contributions from Other Agencies	0.2	0.2	0.2	0.2	0.2
Miscellaneous revenues	10.2	7.1	6.7	7.1	7.3
Total Sources of funds	235.1	249.0	261.6	274.7	325.4
Cash flows from operating activities					
Uses of funds					
Salaries and benefits	127.3	131.8	138.2	144.6	150.9
Purchased transportation services	32.9	35.2	38.4	42.3	45.3
Administrative service expense	32.9	32.7	33.3	34.4	35.5
Professional services	16.5	17.0	17.6	18.3	18.9
Maintenance, parts and fuel	34.9	37.7	39.9	42.5	44.4
Other operating expense	14.6	13.1	11.6	13.3	18.0
General and administrative	5.5	5.7	5.9	6.0	6.2
Total Uses of funds	264.6	273.2	284.9	301.4	319.2
Net cash provided by operations	(29.5)	(24.2)	(23.3)	(26.7)	6.2
Cash flows from non-capital financing activities:					
Operating grants	24.3	25.3	26.5	27.5	28.5
Operating transfers in	18.1	18.2	20.2	9.0	13.3
Operating transfers out	(30.9)	(31.3)	(31.6)	(30.9)	(9.4)
Net cash provided by noncapital financing activities	11.5	12.2	15.1	5.6	32.4
Cash flows from capital and related financing activities:					
Capital Grants	96.9	77.0	42.2	20.8	11.1
Acquisition and construction of capital assests	(143.2)	(96.1)	(54.6)	(34.1)	(21.5)
Bond Proceeds	0.0	0.0	0.0	0.0	0.0
Principal paid on COPS	(1.2)	0.0	0.0	0.0	0.0
Interest paid on COPS/Capital Lease	(0.2)	(0.2)	(0.2)	(0.2)	0.0
Net cash used by capital and related financing activities	(47.7)	(19.3)	(12.6)	(13.5)	(10.4)
Cash flows from investing activities:					
Interest on investments	7.5	5.6	4.5	3.9	4.1
Net cash provided by investing activities	7.5	5.6	4.5	3.9	4.1
Cash to Accrual Reconciling Items	0.0	0.0	0.0	0.0	0.0
Net increase/decrease in cash	(58.2)	(25.7)	(16.3)	(30.7)	32.3
Available Cash	134.4	108.7	92.4	61.7	94.0

Source: OCTA Business Plan, Fiscal Year 2008

Note: Totals may not add due to rounding.

RIVERSIDE TRANSIT AGENCY

Financial Data FY 2007-08 to FY 2009-2010¹

¹ Draft FY 2007-08 to FY 2009-10 Short Range Transit Plan, Riverside Transit Agency (RTA)



Riverside Transit Agency

2008-09 SRTP Request for Operating and Capital Assistance (DRAFT)*

Operator/Project	Total	LTF	STA	Measure A*	Section 5307 - Riverside-San Bernardino	Section 5307 - Temecula- Murrieta	Section 5307 - Hemet-San Jacinto	Section 5307 Indio- Cathedral City-Palm Springs	Section 5309	Section 5311	TUMF	Fuel Rebate Revenue	Fare Box	Other
RIVERSIDE TRANSIT AGENCY														
Project Description: Operating														
Operating costs	31,474,458	31,474,458												
GASB 43/45 Pre-funding														
Measure A Operating Assistance (794)	142,000			142,000										
5307 RSB Operating Assistance	86,941				86,941									
5311 Operating Assistance	455,468									455,468				
Farebox	8,334,666												8,334,666	
Federal Excise Tax Credit	1,000,000											1,000,000		
Interest Income	250,000													250,000
Advertising Revenue	20,000													20,000
Cal PERS CERBT Reimbursement	550,000													550,000
Capitalized Preventative Maintenance	7,392,476				7,392,476									
Capital Cost of Contracting	4,566,464					2,788,109	1,778,355							
Sub-total: Operating	54,272,473	31,474,458	0	142,000	7,479,417	2,788,109	1,778,355	0	0	455,468	0	1,000,000	8,334,666	820,000
Project Description: Capital														
COP Debt Service	2,032,357		2,032,357											
Capital Maintenance Spares	1,171,951		1,171,951											
Capitalized Tire Lease	250,791		250,791											
Replacement Revenue Vehicles	1,303,775		1,303,775											
Refurbish (5) Trolleys	305,000		305,000											
Expansion Revenue Vehicles	700,375		700,375											
Replacement Support Vehicles	53,875		53,875											
Facility Maintenance	399,550		399,550											
Information Systems	379,000		379,000											
Temecula Transit Center	135,760								108,608		27,152			
Advanced Traveler Information System	135,850								108,680		27,170			
Corona Transit Center	428,750								343,000		85,750			
Riverside Transit Center	428,750								343,000		85,750			
Sub-total: Capital	7,725,784	0	6,596,674	0	0	0	0	0	903,288	0	225,822	0	0	0
TOTAL	61,998,257	31,474,458	6,596,674	142,000	7,479,417	2,788,109	1,778,355	0	903,288	455,468	225,822	1,000,000	8,334,666	820,000

* Pending RTA Board Approval

Source: Draft Fiscal Year 2009 Short Range Transit Plan

Note: Table has been modified to fit on page.

Note: Totals may not add due to rounding.

Riverside Transit Agency

FY 2009/2010 - DRAFT

Operator/Project	Total	LTF	STA	Measure A*	Section 5307 Riverside-San Bernardino	Section 5307 - Temecula- Murrieta	Section 5307 - Hemet-San Jacinto	Section 5307 - Indio-Cathedral City-Palm Springs	Section 5309	Section 5311	TUMF	Fuel Rebate Revenue	Fare Box	Other
RIVERSIDE TRANSIT AGENCY														
Project Description: Operating														
Operating costs	34,250,000	34,250,000												
GASB 43/45 Pre-funding														
Measure A Operating Assistance (794)	750,000			750,000										
5307 RSB Operating Assistance	7,853,387				7,853,387									
5307 TM Operating Assistance	2,927,514					2,927,514								
5307 HSJ Operating Assistance	1,867,273						1,867,273							
5311 Operating Assistance	500,000									500,000				
Farebox	8,728,399												8,728,399	
Federal Excise Tax Credit	250,000													250,000
Interest Income	250,000													250,000
Advertising Revenue	20,000													20,000
Lease Revenue	75,000													75,000
Cal PERS CERBT Reimbursement	800,000													800,000
Capitalized Preventative Maintenance														
Capital Cost of Contracting														
Sub-total: Operating	58,271,573	34,250,000	0	750,000	7,853,387	2,927,514	1,867,273	0	0	500,000	0	0	8,728,399	1,395,000
Project Description: Capital														
COP Debt Service	2,023,600		2,023,600											
Capital Maintenance Spares	1,289,146		1,289,146											
Capitalized Tire Lease	275,870		275,870											
Replacement Revenue Vehicles	7,235,413		7,235,413											
Refurbish (5) Trolleys														
Expansion Revenue Vehicles														
Replacement Support Vehicles	798,429		798,429											
Bus Stop Amenities	400,000		400,000											
Facility Maintenance	2,410,306		2,410,306											
Information Systems	1,183,945		1,183,945											
Temecula Transit Center	141,075								112,860		28,215			
Advanced Traveler Information System	141,075								112,860		28,215			
Corona Transit Center											0			
Riverside Transit Center											0			
Sub-total: Capital	15,898,859	0	15,616,709	0	0	0	0	0	225,720	0	56,430	0	0	0
TOTAL	74,170,432	34,250,000	15,616,709	750,000	7,853,387	2,927,514	1,867,273	0	225,720	500,000	56,430	0	8,728,399	1,395,000

* Pending RTA Board Approval

Source: Draft Fiscal Year 2009 Short Range Transit Plan

Note: Table has been modified to fit on page.

Note: Totals may not add due to rounding.

Riverside Transit Agency

2010-11 SRTP Request for Operating and Capital Assistance (DRAFT)*

Operator/Project	Total	LTF	STA	Measure A*	Section 5307 - Riverside-San Bernardino	Section 5307 - Temecula- Murrieta	Section 5307 - Hemet-San Jacinto	Section 5307 - Indio-Cathedral City-Palm Springs	Section 5309	Section 5311	TUMF	Fuel Rebate Revenue	Fare Box	Other
RIVERSIDE TRANSIT AGENCY														
Project Description: Operating														
Operating costs	37,171,181	37,171,181												
GASB 43/45 Pre-funding														
Measure A Operating Assistance (794)	1,000,000			1,000,000										
5307 RSB Operating Assistance	8,246,057				8,246,057									
5307 TM Operating Assistance	3,073,890					3,073,890								
5307 HSJ Operating Assistance	1,960,636						1,960,636							
5311 Operating Assistance	525,000									525,000				
Farebox	9,164,819												9,164,819	
Federal Excise Tax Credit														
Interest Income	250,000													250,000
Advertising Revenue	20,000													20,000
Lease Revenue	75,000													75,000
Cal PERS CERBT Reimbursement	650,000													650,000
Capitalized Preventative Maintenance														
Capital Cost of Contracting						0	0							
Sub-total: Operating	62,136,583	37,171,181	0	1,000,000	8,246,057	3,073,890	1,960,636	0	0	525,000	0	0	9,164,819	995,000
Project Description: Capital														
COP Debt Service	2,007,163		2,007,163											
Capital Maintenance Spares	1,464,940		1,464,940											
Capitalized Tire Lease	313,489		313,489											
Replacement Revenue Vehicles	3,501,875		3,501,875											
Refurbish (5) Trolleys														
Expansion Revenue Vehicles														
Replacement Support Vehicles	942,813		942,813											
Bus Stop Amenities	400,000		400,000											
Facility Maintenance	1,215,500		1,215,500											
Information Systems	1,000,000		1,000,000											
Temecula Transit Center									112,860					
Advanced Traveler Information System									112,860					
Corona Transit Center														
Riverside Transit Center														
Sub-total: Capital	10,845,780	0	10,845,780	0	0	0	0	0	225,720	0	0	0	0	0
TOTAL	72,982,363	37,171,181	10,845,780	1,000,000	8,246,057	3,073,890	1,960,636	0	225,720	525,000	0	0	9,164,819	995,000

* Pending RTA Board Approval

Source: Draft Fiscal Year 2009 Short Range Transit Plan

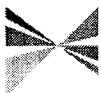
Note: Table has been modified to fit on page.

Note: Totals may not add due to rounding.

SUNLINE TRANSIT AGENCY

Financial Data for FY 2007-08 to FY 2009-2010¹

¹ Draft FY 2007-08 to FY 2009-10 Short Range Transit Plan, SunLine Transit Agency



Sunline Transit Agency

FY 2008/09 Sunline Short Range Transit Plans' Request for Operating and Capital Assistance

Operator/Project	Total	LTF	STA	Measure A	Section 5307 Indio-Cathedral City-Palm Springs	Section 5309*	Section 5311	CMAQ	AQMD	Fuel Rebate Revenue	Fare Box	Other*
Project Description: Operating												
Operating Assistance	21,465,065	13,703,480	0	3,269,000	0	0	282,730	309,855		550,000	3,100,000	250,000
Preventive Maintenance	1,200,000	240,000	0	0	960,000	0	0	0		0	0	0
Sub-total: Operating	22,665,065	13,943,480	0	3,269,000	960,000	0	282,730	309,855		550,000	3,100,000	250,000
Project Description: Capital												
SunLine-CalStart/WestStart Fuel C	271,700	54,340				217,360						
Transit Hub (Thousand Palms)	830,000		166,025					663,975				
Bus Rehabilitation (Bus Wrap)	170,000		170,000									
Transit Enhancements	750,000		150,000		600,000							
16 Expansion Buses - Fixed Route	7,415,000		5,578,003		0			1,836,997				
1 Replacement Bus - Fixed Route	450,000		341,320		0	108,680						
7 Expansion Buses - Paratransit	665,000		133,000		532,000							
3 Support Vehicles (Expansion)	84,000		16,800		67,200							
7 Support Vehicles (Replacement)	324,000		64,800		259,200							
Computer and Office Equipment	110,000		22,000		88,000							
ITS Equipment	1,500,000		1,300,000		200,000							
Facility Improvements	450,000		90,000		360,000							
Maintenance Equipment	100,000		20,000		80,000							
Tramway	742,500		148,500			594,000						
CNG Fueling Station Improvement	439,000		250,000					0	189,000			
Sub-total: Capital	14,301,200	54,340	8,450,448	0	2,186,400	920,040	0	2,500,972	189,000	0	0	0
TOTAL	36,966,265	13,997,820	8,450,448	3,269,000	3,146,400	920,040	282,730	2,810,827	189,000	550,000	3,100,000	250,000

*Other Funds: Operating \$250,000 Shelter Adv

Pending Board Approval

Source: Draft Fiscal Year 2009 Short Range Transit Plan

Note: Table has been modified to fit on page.

Note: Totals may not add due to rounding.

SunLine Transit Agency

FY 2009/10 SunLine Short Range Transit Plans' Request for Operating and Capital Assistance

	Total	LTF	STA	Measure A	Section 5307 Indio Cathedral City- Palm Springs	Section 5309*	Section 5311	CMAQ	AQMD	Fuel Rebate Revenue	Fare Box	Other
Operator/Project												
SUNLINE TRANSIT AGENCY												
Project Description: Operating												
Operating Assistance	21,680,739	14,169,390		3,269,000			292,349			550,000	3,150,000	250,000
Preventive Maintenance		200,000		0	800,000		0					
Sub-total: Operating	21,680,739	14,369,390	0	3,269,000	800,000	0	292,349	0	0	550,000	3,150,000	250,000
Project Description: Capital												
Construction of Transit Hub	1,113,975	150,000	300,000					663,975				
Bus Rehabilitation	227,800	227,800										
Transit Enhancements	1,000,000		800,000		200,000			663,975				
3 Replacement Buses - Fixed Route	1,080,000		880,000		200,000							
3 Expansion Buses - Fixed Route	1,080,000		480,000		600,000							
5 Expansion Buses - Paratransit	475,000		95,000		380,000							
3 Support Vehicles (Expansion)	84,000		16,800		67,200							
7 Support Vehicles (Replacement)	324,000		64,800		259,200							
Computer and Office Equipment	110,000		22,000		88,000							
ITS Equipment	800,000		600,000		200,000							
Facility Maintenance	450,000		90,000		360,000							
Maintenance Equipment	150,000		30,000		120,000							
Construction of AQM Building	3,500,000		3,500,000									
Sub-total: Capital	10,394,775	377,800	6,878,800	0	2,474,400	0	0	0	0	0	0	0
TOTAL	32,075,514	14,747,190	6,878,800	3,269,000	3,274,400	0	292,349	663,975	0	550,000	3,150,000	250,000

Pending Board Approval

Source: Draft Fiscal Year 2009 Short Range Transit Plan

Note: Table has been modified to fit on page.

Note: Totals may not add due to rounding.

SunLine Transit Agency

FY 2010/11 Short Range Transit Plans' Request for Operating and Capital Assistance

Operator/Project	Total	LTF	STA	Measure A	Section 5307 Indio-Cathedral City-Palm Springs	Section 5309*	Section 5311	CMAQ	AQMD	Fuel Rebate Revenue	Fare Box	Other
SunLine TRANSIT AGENCY												
Project Description: Operating												
Operating Assistance	22,406,264	14,835,308		3,269,000			301,956			550,000	3,200,000	250,000
Subtotal Operating	22,406,264	14,835,308		3,269,000			301,956			550,000	3,200,000	250,000
Preventive Maintenance		200,000			800,000							
Sub-total: Operating	22,406,264	15,035,308	0	3,269,000	800,000	0	301,956	0	0	550,000	3,200,000	250,000
Project Description: Capital												
Construction of Transit Hub	400,000	150,000	250,000									
Bus Rehabilitation	227,800	227,800										
Transit Enhancements	750,000		150,000		600,000							
3 Replacement Buses - Fixed Route	1,080,000		880,000		200,000							
3 Expansion Buses - Fixed Route	1,080,000		480,000		600,000							
2 Expansion Buses - Paratransit	190,000		38,000		152,000							
3 Support Vehicles (Expansion)	84,000		16,800		67,200							
7 Support Vehicles (Replacement)	324,000		64,800		259,200							
Computer and Office Equipment	110,000		22,000		88,000							
ITS Equipment	750,000		600,000		150,000							
Facility Maintenance	350,000		70,000		280,000							
Maintenance Equipment	120,000		24,000		96,000							
Construction of AQM Building	4,500,000		4,500,000									
Sub-total: Capital	9,965,800	377,800	7,095,600	0	2,492,400	0	0	0	0	0	0	0
TOTAL	32,372,064	15,413,108	7,095,600	3,269,000	3,292,400	0	301,956	0	0	550,000	3,200,000	250,000

Pending Board Approval

Source: Draft Fiscal Year 2009 Short Range Transit Plan

Note: Table has been modified to fit on page.

Note: Totals may not add due to rounding.

OMNITRANS

Financial Data for FY 2008-FY 2012¹

¹ FY 2008-FY 2012 Short Range Transit Plan, Omnitrans



Omnitrans

Summary of Six-Year (2008-2013) Operating Expenses and Revenues (\$000)

Fiscal Year	Operating Expenses	Operating Revenues						Total Operating Revenue
		Passenger Revenue	LTF	STAF	FTA 5307	Measure I	Other Revenue	
FIXED ROUTE	54906.3	12613.5	40455.1	0.0	0.0	292.1	1545.6	54906.3
ACCESS	11453.6	1256.8	3468.9	0.0	0.0	6727.9	0.0	11453.6
2007-2008	66359.9	13870.3	43924.0	0.0	0.0	7020.0	1545.6	66359.9
FIXED ROUTE	50055.9	13113.8	34979.5	0.0	0.0	403.5	1559.1	50055.9
ACCESS	12033.4	1353.2	3782.9	0.0	0.0	6897.3	0.0	12033.4
2008-2009	62089.3	14467.0	38762.4	0.0	0.0	7300.8	1559.1	62089.3
FIXED ROUTE	55273.5	13283.7	39990.6	0.0	0.0	422.8	1576.3	55273.4
ACCESS	12631.9	1403.3	4058.5	0.0	0.0	7170.1	0.0	12631.9
2009-2010	67905.4	14687.0	44049.1	0.0	0.0	7592.9	1576.3	67905.3
FIXED ROUTE	67171.0	14517.9	50405.3	0.0	0.0	654.0	1593.8	67171.0
ACCESS	13129.0	1629.3	4257.2	0.0	0.0	7242.5	0.0	13129.0
2010-2011	80300.0	16147.2	54662.5	0.0	0.0	7896.5	1593.8	80300.0
FIXED ROUTE	67795.6	18218.1	47207.6	0.0	0.0	758.2	1611.7	67795.6
ACCESS	13513.9	1863.0	4196.7	0.0	0.0	7454.2	0.0	13513.9
2011-2012	81309.5	20081.1	51404.3	0.0	0.0	8212.4	1611.7	81309.5
FIXED ROUTE	66630.6	18422.7	45827.8	0.0	0.0	750.2	1629.9	66630.6
ACCESS	14008.3	1891.5	4326.1	0.0	0.0	7790.7	0.0	14008.3
2012-2013	80638.9	20314.2	50153.9	0.0	0.0	8540.9	1629.9	80638.9
6-Year Total	438603.0	99566.8	282956.2	0.0	0.0	46563.5	9516.4	438602.9

Source: Omnitrans FY2008 Short Range Transit Plan

Note: Totals may not add due to rounding.

Omnitrans

Summary of Six-Year (2008-2013) Capital Expenses and Revenues (\$000)

Fiscal Year	Capital Expenses	Capital Revenues							Total Capital Revenue
		LTF	STAF	FTA 5307	FTA 5309	CMAQ	Measure I	Other Revenue	
FIXED ROUTE	43531.3	6899.5	7633.3	11480.7	200.6	9317.2	0.0	8000.0	43531.3
ACCESS	2399.1	0	78.8	1919.3	0.0	0.0	0.0	401.0	2399.1
2007-2008	45930.4	6899.5	7712.1	13400.0	200.6	9317.2	0.0	8401.0	45930.4
FIXED ROUTE	19247.9	2387.7	930.7	12686.7	242.8	0.0	0.0	3000.0	19247.9
ACCESS	2016.6	0	403.3	1613.3	0.0	0.0	0.0	0.0	2016.6
2008-2009	21264.5	2387.7	1334.0	14300.0	242.8	0.0	0.0	3000.0	21264.5
FIXED ROUTE	82916.9	2295.3	5446.6	14133.9	32373.6	18464.3	703.2	9500.0	82916.9
ACCESS	893.9	0	178.8	715.1	0.0	0.0	0.0	0.0	893.9
2009-2010	83810.8	2295.3	5625.4	14849.0	32373.6	18464.3	703.2	9500.0	83810.8
FIXED ROUTE	63054.2	537.5	3322.9	15395.2	36932.6	0.0	2366.0	4500.0	63054.2
ACCESS	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2010-2011	63054.2	537.5	3322.9	15395.2	36932.6	0.0	2366.0	4500.0	63054.2
FIXED ROUTE	36414.9	12226.2	2099.9	13902.2	5692.6	0.0	2494.0	0.0	36414.9
ACCESS	2554.9	0	511.0	2043.9	0.0	0.0	0.0	0.0	2554.9
2011-2012	38969.8	12226.2	2610.9	15946.1	5692.6	0.0	2494.0	0.0	38969.8
FIXED ROUTE	20630.5	2299.9	1836.1	16494.5	0.0	0.0	0.0	0.0	20630.5
ACCESS	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2012-2013	20630.5	2299.9	1836.1	16494.5	0.0	0.0	0.0	0.0	20630.5
6-Year Total	273660.2	26646.1	22441.4	90384.8	75442.2	27781.5	5563.2	25401.0	273660.2

Source: FY2008 Short Range Transit Plan

Note: Totals may not add due to rounding.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK)

Financial Data for FY 2007-08¹

¹ FY 2008-09 Budget, SCRRA



Southern California Regional Rail Authority (Metrolink)

ESTIMATED ACTUAL OUTLAYS - FY 2008-09 (000's)

Program	FY 2008-09 Budget Authority	FY 2009-10 Estimated Actual Outlays
Operating Budget		
Train Operations	134598.5	134598.5
Maintenance of Way	24536.7	24536.7
Subtotal - Operating Budget	159135.2	159135.2
Capital Budget		
New Capital Projects	361326.7	234862.4
Renovation and Rehabilitation Projects	82319.3	49391.8
Subtotal - Capital Budget	443646.0	284254.2
Grand Total - FY 2008-09	602781.2	443389.4

Source: SCCRA FY 2008-09 Budget

Note: Totals may not add due to rounding.

Southern California Regional Rail Authority (Metrolink)

FY 2008-09 BUDGET SOURCES AND USES BY MEMBER AGENCY

(\$000s)

Operating Budget	Total FY 2008-09	% of Total	LACMTA	OCTA	RCTC	SANBAG	VCTC	Systemwide
Local Funds for Operating	72308.4	45.4%	37301.2	14790.0	6529.7	7957.6	5729.8	0.0
Operations	58139.3	36.5%	29346.7	12319.1	5775.9	5870.6	4827.0	0.0
Maintenance-of-Way	14169.0	8.9%	7954.5	2470.9	753.8	2087.0	902.9	0.0
Other Operating Revenues	86826.9	54.6%	46768.3	19611.1	5567.6	11441.0	3438.8	0.0
Farebox Revenue	72410.2	45.5%	38205.0	16333.1	5415.7	10153.0	2303.4	0.0
Non-Fare Operating Revenue	4049.0	2.5%	2018.6	1167.8	152.0	247.1	463.5	0.0
MOW Revenues	10367.7	6.5%	6544.6	2110.2	0.0	1040.9	671.9	0.0
Total Funding Sources for Operating	159135.2	100.0%	84069.5	34401.1	12097.3	19398.7	9168.7	0.0

Total Operating Expenditures	159135.2	100.0%	84069.5	34401.1	12097.3	19398.7	9168.7	0.0
Operating Expenditures (Excludes MOW)	134598.5	84.6%	69570.3	29820.0	11343.5	16270.8	7593.8	0.0
Maintenance-of-Way	24536.7	15.4%	14499.1	4581.1	753.8	3127.9	1574.8	0.0

Capital Budget	Total FY 2008-09	% of Total	LACMTA	OCTA	RCTC	SANBAG	VCTC	Systemwide
Local Funds for Capital	270797.1	61.0%	82306.9	181093.2	1319.7	6001.7	75.6	0.0
New Capital	231424.9	52.2%	50812.7	175810.6	1172.8	3628.7	0.0	0.0
Rehabilitation/Renovation	39372.2	8.9%	31494.1	5252.6	146.9	2373.0	75.6	0.0
Other Capital Revenues	172849.0	39.0%	3252.3	55773.4	18158.7	27214.2	3145.0	65305.3
Interest on Lease Proceeds	2902.0	0.7%	0.0	0.0	0.0	0.0	0.0	2902.0
Other Non-Member (includes insurance recoveries)	11708.6	2.6%	0.0	0.0	0.0	0.0	0.0	11708.6
State Funds	36831.3	8.3%	2676.7	0.0	0.0	0.0	0.0	34154.6
Federal Funds	120408.7	27.1%	575.6	55773.4	18158.7	27214.2	3145.0	15541.7
Amtrak Funds	222.8	0.1%	0.0	0.0	0.0	0.0	0.0	222.8
UPRR Funds	775.5	0.2%	0.0	0.0	0.0	0.0	0.0	775.5
Total Funding Sources For Capital	443646.1	100.0%	85559.1	236866.6	19478.4	33216.0	3220.6	65305.3

Total Capital Expenditures	443646.1	100.0%	85559.1	236866.6	19478.4	33216.0	3220.6	65305.3
New Capital	361326.6	81.4%	54065.0	211180.8	14968.9	21063.1	0.0	60048.8
Rehabilitation/Renovation	82319.4	18.6%	31494.1	25685.8	4509.5	12152.9	3220.6	5256.5

Total Proposed Expenditures	602781.3	2.0	169628.6	271267.7	31575.8	52614.6	12389.3	65305.3
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Source: SCCRA FY 2008-09 Budget

Note: Totals may not add due to rounding.

Southern California Regional Rail Authority (Metrolink)

Comparison of Revenues (\$000s)

	FY 2005-06 Actual	FY 2006-07 Actual	FY 2007-08 Budget	FY 2008-09 Budget	Change from FY 08 Budget
Operating Revenues					
Farebox	54655.5	62275	67169.1	72410.2	7.8
Dispatching Agreements	2962.3	2957.4	3000.1	2982.3	(0.6)
Other Operating (1)	7108.9	4398.9	1134.2	1066.7	(6.0)
Maintenance-of-Way	9779.1	10138	10022.7	10367.7	3.4
Local Funds for Operating	47404.8	47030.5	63822.1	72308.4	13.3
Subtotal Operating Revenues	121910.6	126799.8	145148.2	159135.3	9.6
Percent of Total Revenues	72.4%	57.8%	24.9%	26.4%	
Capital Revenues					
State	8560.4	25870.2	27300.9	36831.3	34.9
Federal	28370.9	34760.1	105015.4	120408.7	14.7
Interest on Lease Proceeds	969.0	1046.9	1513.8	2902.0	91.7
Union Pacific Railroad/BNSF	0.0	207.9	44.6	775.5	1638.8
Amtrak	124.5	508.6	0.0	222.8	N/A
Other Non-Member (includes insurance recoveries)	1824.3	0.0	15851.4	11708.6	(26.1)
Local Funds for Capital	6688.6	30162.6	289214.0	270797.1	(6.4)
Subtotal Capital Revenues	46537.7	92556.3	438940.1	443646.0	1.1
Percent of Total Revenues					
Total Revenues	168448.3	219356.1	584088.3	602781.3	3.2
Local Revenues as a Percent of Total	32.1%	35.2%	60.4%	56.9%	

Source: SCCRA FY 2008-09 Budget

Note: Totals may not add due to rounding.

Southern California Regional Rail Authority (Metrolink)

Total Agency Expenditures by Expense Type (\$000s)

	FY 2005-06 Actual	FY 2006-07 Actual	FY 2007-08 Budget	FY 2008-09 Budget	% of FY 08-09 Budget
Operating Budget (Including MOW)					
Labor	12174.9	12589.8	13869.9	13894.0	9%
Purchased Transportation	40412.1	44387.8	49866.9	54858.9	34%
Services	18350.3	19202.2	22661.0	24129.4	15%
Utilities/Leases	4001.6	4149.6	4477.8	4664.1	3%
Maintenance-of-Way	14371.6	13849.7	16273.3	18361.0	12%
Insurance & Liability	10528.5	8756.7	11250.0	11380.0	7%
Other Expenses	14904.2	16027.0	17436.4	22496.3	14%
Indirect Agency Transfer to Operating	7167.3	7837.1	9312.9	9351.6	6%
Subtotal Operating Budget	121910.5	126799.9	145148.2	159135.3	100%

	FY 2005-06 Actual	FY 2006-07 Actual	FY 2007-08 Budget	FY 2008-09 Budget	% of FY 08-09 Budget
Capital Budget					
Labor	937.4	1761.2	2700.6	3592.2	1%
Services	562.6	978.2	272.7	391.0	0%
Utilities/Leases	86.7	147.8	0.0	0.0	0%
Capital	42996.4	88860.0	434093.0	437426.9	99%
Other Expenses	112.2	417.9	168.1	169.9	0%
Indirect Agency Transfer to Capital	742.6	909.5	1705.7	2066.0	0%
Subtotal Capital Budget	45437.9	93074.6	438940.1	443646.0	100%

	FY 2005-06 Actual	FY 2006-07 Actual	FY 2007-08 Budget	FY 2008-09 Budget	% of FY 08-09 Budget
Total SCRRRA					
Labor	13112.3	14351.0	16570.5	17486.2	3%
Purchased Transportation	40412.1	44387.8	49866.9	54858.9	9%
Services	18912.9	20180.4	22933.7	24520.4	4%
Utilities/Leases	4088.3	4297.4	4477.8	4664.1	1%
Maintenance-of-Way	14371.6	13849.7	16273.3	18361.0	3%
Insurance & Liability	10528.5	8756.7	11250.0	11380.0	2%
Capital	42996.4	88860.0	434093.0	437426.9	73%
Other Expenses	15016.4	16444.9	17604.5	22666.2	4%
Indirect Agency Transfer to Capital	7909.9	8746.6	11018.6	11417.6	2%
Total SCRRRA Budget	167348.4	219874.5	584088.3	602781.3	100%

Source: SCRRRA FY 2008-09 Budget

Note: Totals may not add due to rounding.

SIMI VALLEY TRANSIT

Financial Data for FY 2007-08 to FY 2009-2010



Simi Valley Transit

Revenue & Expenditures
(in \$000)

FISCAL YEAR	2008-09	2009-10	2010-11	2011-12
REVENUES				
Fare Revenue	\$ 546.1	\$ 567.9	\$ 590.6	\$ 614.2
Other Revenue	\$ 166.0	\$ 166.0	\$ 166.0	\$ 6.0
Operating Assistance	\$5,699.8	\$6,497.7	\$7,407.4	\$8,444.4
Planning Assistance	\$ 35.3	\$ 22.0	\$ 35.0	\$ 35.0
Capital Assistance	\$ 7.5	\$ 10.0	\$ 10.0	\$ 10.0
Total	\$6,454.7	\$7,263.6	\$8,209.0	\$9,109.6

EXPENDITURES				
Personnel	\$3,876.8	\$4,148.1	\$4,438.5	\$4,749.2
Current Expenses	\$1,501.5	\$1,993.8	\$2,604.4	\$3,148.1
Reimbursements	\$1,068.9	\$1,111.7	\$1,156.1	\$1,202.3
Capital Outlay	\$ 7.5	\$ 10.0	\$ 10.0	\$ 10.0
Total	\$6,454.7	\$7,263.6	\$8,209.0	\$9,109.6

Source: Ventura County Transportation Commission

Note: Totals may not add due to rounding.

GOLD COAST TRANSIT

Financial Data for FY 2007-08 to FY 2009-2010



Gold Coast Transit

Operating Budget (000's)

Revenues	2008/09	2009/10	2010/11	2011/12
Passenger Fares - Fixed Route	\$ 2,750	\$ 2,888	\$ 3,032	\$ 3,184
Passenger Fares - ADA Paratransit	\$ 159	\$ 167	\$ 175	\$ 184
Other	\$ 77	\$ 81	\$ 85	\$ 89
Interest	\$ 60	\$ 63	\$ 66	\$ 69
Operating Assistance - State	\$ 327	\$ 343	\$ 360	\$ 378
Operating Assistance - Federal Capital	\$ 3,318	\$ 3,484	\$ 3,658	\$ 3,841
Planning Funds	\$ 516	\$ 542	\$ 569	\$ 597
Other Local Assistance	\$ 8,967	\$ 9,415	\$ 9,888	\$ 10,382
Total Revenues	\$ 16,174	\$ 16,983	\$ 17,833	\$ 18,724

Expenses	2008/09	2009/10	2010/11	2011/12
Operations	\$ 8,416	\$ 8,837	\$ 9,279	\$ 9,743
Paratransit	\$ 2,337	\$ 2,454	\$ 2,577	\$ 2,706
Maintenance	\$ 2,729	\$ 2,865	\$ 3,008	\$ 3,158
Administration	\$ 1,356	\$ 1,424	\$ 1,495	\$ 1,570
Promotion	\$ 676	\$ 710	\$ 746	\$ 783
Insurance	\$ 660	\$ 693	\$ 728	\$ 764
Total Expenses	\$ 16,174	\$ 16,983	\$ 17,833	\$ 18,724

Source: Ventura County Transportation Commission

Note: Totals may not add due to rounding.

Attachment D

Regional Funding and Expenditure Tables

Southern California Association of Governments

2008/09-2011/12 Federal Transportation Improvement Program

REVENUE SOURCES		4 YEARS (See FSTIP Cycle)				
		2008/09	2009/10	2010/11	2011/12	Total
LOCAL	Sales Tax	\$1,419,600	\$907,151	\$826,319	\$521,585	\$3,674,655
	-- City	\$0	\$0	\$0	\$0	\$0
	-- County	\$905,348	\$669,007	\$604,770	\$317,505	\$2,496,630
	-- Other (Transportation Development Act)	\$514,252	\$238,144	\$221,549	\$204,080	\$1,178,025
	Gas Tax	\$0	\$0	\$0	\$0	\$0
	-- Gas Tax (Subventions to Cities)	\$0	\$0	\$0	\$0	\$0
	-- Gas Tax (Subventions to Counties)	\$0	\$0	\$0	\$0	\$0
	Other Local Funds	\$1,596,970	\$1,314,631	\$1,053,739	\$510,987	\$4,476,327
	-- City General Funds	\$436,993	\$438,390	\$514,593	\$224,361	\$1,614,337
	-- Street Taxes and Developer Fees	\$122,909	\$91,950	\$34,638	\$60,995	\$310,492
	-- Other (See footnote 1)	\$1,037,068	\$784,291	\$504,508	\$225,631	\$2,551,498
	Transit	\$82,539	\$77,297	\$80,638	\$71,713	\$312,187
	-- Transit Fares	\$82,539	\$77,297	\$80,638	\$71,713	\$312,187
	-- Other Transit (e.g., parcel/property taxes, parking revenue, etc)	\$0	\$0	\$0	\$0	\$0
	Tolls (e.g., non-state owned bridges)	\$0	\$0	\$0	\$0	\$0
	Other (e.g., RTIP)	\$0	\$0	\$0	\$0	\$0
	Local Total	\$3,099,109	\$2,299,079	\$1,960,696	\$1,104,285	\$8,463,169
REGIONAL	Tolls	\$0	\$0	\$0	\$0	\$0
	-- Bridge	\$0	\$0	\$0	\$0	\$0
	-- Corridor	\$0	\$0	\$0	\$0	\$0
	Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0
	Regional Sales Tax	\$0	\$0	\$0	\$0	\$0
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0
	Regional Gas Tax	\$0	\$0	\$0	\$0	\$0
	Vehicle Registration Fees (CARB Fees, SAFE)	\$0	\$0	\$0	\$0	\$0
	Other	\$0	\$0	\$0	\$0	\$0
	Regional Total	\$0	\$0	\$0	\$0	\$0
STATE	State Highway Operations and Protection Program (SHOPP)	\$508,020	\$341,902	\$420,779	\$474,869	\$1,745,570
	SHOPP (As Adopted Including Augmentation)	\$508,020	\$341,902	\$420,779	\$474,869	\$1,745,570
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$1,392,293	\$465,362	\$367,804	\$40,026	\$2,265,485
	STIP (Including Augmentation)	\$1,326,060	\$464,289	\$367,804	\$40,026	\$2,198,179
	STIP Prior	\$66,233	\$1,073	\$0	\$0	\$67,306
	Proposition 1 B					
	Corridor Mobility Improvement Account	\$1,004,560	\$315,733	\$668,443	\$22,000	\$2,010,736
	Local Bridge Seismic Retrofit Account	\$5,964	\$7,374	\$20,234	\$8,561	\$42,133
	Ports Infrastructure, Security & Air Quality	\$0	\$0	\$0	\$0	\$0
	State Route 99 Corridor	\$0	\$0	\$0	\$0	\$0
	Trade Corridor Improvement	\$131,605	\$518,899	\$640,981	\$222,286	\$1,513,771
	GARVEE Bonds	\$305,414	\$35,272	\$427,971	\$35,272	\$803,929
	Traffic Congestion Relief Program	\$193,641	\$85,820	\$8,800	\$0	\$288,261
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	\$19,855	\$2,780	\$2,075	\$1,636	\$26,346
	Other (See footnote 2)	\$111,694	\$109,913	\$12,769	\$4,075	\$238,451
	State Total	\$2,530,917	\$1,041,049	\$1,240,198	\$555,878	\$5,368,042
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	\$62,477	\$5,715	\$2,909	\$0	\$71,101
	Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0
	Elderly & Persons with Disabilities Formula Program (5310)	\$1,238	\$620	\$620	\$0	\$2,478
	Fixed Guideway Modernization (5309a)	\$55,114	\$63,781	\$2,988	\$3,167	\$125,050
	Intercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0
	Job Access and Reverse Commute Program (5316)	\$78,917	\$2,385	\$2,484	\$2,586	\$86,372
	Metropolitan Planning (5303)	\$0	\$0	\$0	\$0	\$0
	New and Small Starts (Capital Investment Grants) (5309b)	\$99,050	\$84,970	\$73,966	\$85,024	\$343,010
	New Freedom (SAFETEA-LU)	\$6,474	\$1,189	\$1,240	\$1,293	\$10,196
	Nonurbanized Area Formula Program (5311)	\$3,372	\$1,749	\$1,331	\$1,437	\$7,889
	Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0
	Transit in the Parks (5320)	\$0	\$0	\$0	\$0	\$0
	Urbanized Area Formula Program (5307)	\$540,482	\$330,769	\$147,316	\$149,175	\$1,167,742
	Other	\$0	\$0	\$0	\$0	\$0
	Federal Transit Total	\$847,124	\$491,178	\$232,854	\$242,682	\$1,813,838
	Federal Highway Non-Discretionary					
	Congestion Mitigation and Air Quality	\$233,820	\$238,030	\$242,313	\$246,675	\$960,838
	Surface Transportation Program (Regional)	\$185,439	\$188,779	\$192,180	\$195,643	\$762,041
	Surface Transportation Program Enhancement	\$0	\$89	\$851	\$725	\$1,665
	Highway Bridge Replacement and Rehabilitation Program	\$50,204	\$91,137	\$157,001	\$102,272	\$400,614
	Highway Safety Improvement Program (SAFETEA-LU)	\$14,015	\$0	\$0	\$0	\$14,015
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS)	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SAFETEA-LU)	\$2,569	\$0	\$0	\$0	\$2,569

Southern California Association of Governments

2008/09-2011/12 Federal Transportation Improvement Program

REVENUE SOURCES		4 YEARS (See FSTIP Cycle)				
		2008/09	2009/10	2010/11	2011/12	Total
FEDERAL HIGHWAY	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0
	Other (See footnote 3)	\$8,037	\$0	\$0	\$0	\$8,037
	Subtotal	\$494,084	\$518,035	\$592,345	\$545,315	\$2,149,779
	Federal Highway Discretionary Programs					
	Bridge Discretionary Program	\$500	\$0	\$169	\$0	\$669
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$10,000	\$0	\$0	\$0	\$10,000
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP)	\$302,582	\$87,319	\$79,001	\$9,880	\$478,782
	High Risk Rural Road (HRRR)	\$3,531	\$1,035	\$442	\$0	\$5,008
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0
	National Scenic Byways Program	\$994	\$0	\$0	\$0	\$994
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$36,276	\$62,000	\$50,000	\$15,000	\$163,276
	Public Lands Highway Discretionary	\$2,500	\$1,000	\$2,925	\$0	\$6,425
	Recreational Trails	\$1,242	\$0	\$0	\$0	\$1,242
	Transportation and Community and System Preservation Program	\$1,264	\$0	\$0	\$0	\$1,264
	Other (See footnote 4)	\$111,682	\$12,054	\$450	\$38	\$124,224
	Subtotal	\$470,571	\$163,408	\$132,987	\$24,918	\$791,884
	Federal Highway Total	\$964,655	\$681,443	\$725,332	\$570,233	\$2,941,663
FEDERAL TOTAL		\$1,811,779	\$1,172,621	\$958,186	\$812,915	\$4,755,501
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0
	Other	\$0	\$0	\$0	\$0	\$0
	Innovative Financing Total	\$0	\$0	\$0	\$0	\$0
REVENUE TOTAL		\$8,583,934	\$5,354,755	\$5,488,738	\$2,725,925	\$22,153,352

Footnote 1: (Agency, Air Board, County, Fees, Local Advance Construction, Local Bonds, Local General Funds, Mello Roos, Port Funds, Private, Property Tax, Redevelopment Funds, Traffic Impact Fees, Benefit Assessment District)

Footnote 2: (PTMISEA, AB2766, State PUC, State Legislation, State Cash-Prior Retrofit Soundwall Program, Office of Emergency Services)

Footnote 3: (Emergency Repair-Local, Interstate Maintenance, STP Safety Local)

Footnote 4: (Interstate Maintenance-Earmark, National Corridor Infrastructure Improvement Program, Section 115, FFY 2006 App. Earmarks, Intelligent Transportation System, Amtrak, EDA Grant, FEMA, Surface Transportation-HR4818, Interstate Maintenance-HR4818)

NOTES:

Local: Subtotal is a sum of sales tax, gas tax, other local funds, local transit revenues, local tolls and other.

For MTC, the category of "Other" includes Regional Transit Expansion Policy fund sources.

Regional: Not all MPOs may have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

The category of "Other" includes (please define if entering data).

State: Subtotal is a sum of SHOPP, STIP, TCRP, STA, Carryover and Other. STIP TE data not separately available for the MTC 2030 RTP.

The category of "other" includes (please define if entering data).

Federal: Overall federal subtotal is a sum of federal highway and federal transit programs. Federal Lands non-discretionary includes all programs except public lands discretionary (i.e., forest highways, park roads etc.) The category of "Other" includes (please define if entering data).

Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

Total: Is a sum of local, regional, state, federal and innovative finance revenue sources. Double-counting has been avoided.

Southern California Association of Governments

2008/09-2011/12 Federal Transportation Improvement Program

PROGRAMMED		4 YEARS (See FSTIP Cycle)				
		2008/09	2009/10	2010/11	2011/12	Total
LOCAL	Sales Tax	\$1,419,600	\$907,151	\$826,319	\$394,479	\$3,547,549
	-- City					
	-- County	\$905,348	\$669,007	\$604,770	\$190,399	\$2,369,524
	-- Transportation Development Act	\$514,252	\$238,144	\$221,549	\$204,080	\$1,178,025
	Gas Tax	\$0	\$0	\$0	\$0	\$0
	-- Gas Tax (Subventions to Cities)					
	-- Gas Tax (Subventions to Counties)					
	Other Local Funds	\$1,596,970	\$1,314,631	\$1,053,739	\$510,987	\$4,476,327
	-- City General Funds					
	-- Street Taxes and Developer Fees					
	-- Other (See footnote 1)	\$1,596,970	\$1,314,631	\$1,053,739	\$510,987	\$4,476,327
REGIONAL	Transit	\$0	\$0	\$0	\$0	\$0
	-- Transit Fares					
	-- Other Transit (e.g., parcel/property taxes, parking revenue, etc)					
	Tolls (e.g., non-state owned bridges)					
	Other (e.g., RTIP)					
	Local Total	\$3,016,570	\$2,221,782	\$1,880,058	\$905,466	\$8,023,876
	Tolls					
	-- Bridge					
	-- Corridor					
	Regional Transit Fares/Measures					
STATE	Regional Sales Tax					
	Regional Bond Revenue					
	Regional Gas Tax					
	Vehicle Registration Fees (CARB Fees, SAFE)					
	Other					
	Regional Total	\$0	\$0	\$0	\$0	\$0
	State Highway Operations and Protection Program (SHOPP)	\$508,020	\$317,522	\$420,779	\$474,869	\$1,721,190
	SHOPP (As Adopted Including Augmentation)	\$508,020	\$317,522	\$420,779	\$474,869	\$1,721,190
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$1,392,293	\$465,362	\$367,804	\$40,026	\$2,265,485
FEDERAL TRANSIT	STIP (Including Augmentation)	\$1,326,060	\$464,289	\$367,804	\$40,026	\$2,198,179
	STIP Prior	\$66,233	\$1,073	\$0	\$0	\$67,306
	Proposition 1 B					
	Corridor Mobility Improvement Account	\$1,004,560	\$315,733	\$668,443	\$22,000	\$2,010,736
	Local Bridge Seismic Retrofit Account	\$5,964	\$7,374	\$20,234	\$8,561	\$42,133
	Ports Infrastructure, Security & Air Quality	\$0	\$0	\$0	\$0	\$0
	State Route 99 Corridor	\$0	\$0	\$0	\$0	\$0
	Trade Corridor Improvement	\$30,449	\$49,549	\$170,046	\$0	\$250,044
	GARVEE Bonds	\$305,414	\$35,272	\$427,971	\$35,272	\$803,929
	Traffic Congestion Relief Program	\$193,641	\$85,820	\$8,800	\$0	\$288,261
FEDERAL TRANSIT	State Transit Assistance (STA)	\$19,855	\$2,780	\$2,075	\$1,636	\$26,346
	(e.g., population/revenue based, Prop 42)					
	Other (See footnote 2)	\$110,394	\$109,913	\$12,769	\$4,075	\$237,151
	State Total	\$3,570,590	\$1,389,325	\$2,098,921	\$586,439	\$7,645,275
	Bus and Bus Related Grants (5309c)	\$62,477	\$5,715	\$2,909	\$0	\$71,101
	Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0
	Elderly & Persons with Disabilities Formula Program (5310)	\$1,238	\$620	\$620	\$0	\$2,478
	Fixed Guideway Modernization (5309a)	\$55,114	\$63,781	\$2,988	\$3,167	\$125,050
	Intercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0
	Job Access and Reverse Commute Program (5316)	\$78,917	\$2,385	\$2,484	\$2,586	\$86,372
FEDERAL TRANSIT	Metropolitan Planning (5303)	\$0	\$0	\$0	\$0	\$0
	New and Small Starts (Capital Investment Grants) (5309b)	\$99,050	\$84,970	\$73,966	\$85,024	\$343,010
	New Freedom (SAFETEA-LU)	\$6,474	\$1,189	\$1,240	\$1,293	\$10,196
	Nonurbanized Area Formula Program (5311)	\$3,372	\$1,749	\$1,331	\$1,437	\$7,889
	Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0
	Transit in the Parks (5320)	\$0	\$0	\$0	\$0	\$0
	Urbanized Area Formula Program (5307)	\$540,482	\$330,769	\$147,316	\$149,175	\$1,167,742
	Other	\$0	\$0	\$0	\$0	\$0
	Federal Transit Total	\$847,124	\$491,178	\$232,854	\$242,682	\$1,813,838
FEDERAL TRANSIT	Federal Highway Non-Discretionary					
	Congestion Mitigation and Air Quality	\$127,328	\$167,792	\$203,125	\$208,370	\$706,615
	Surface Transportation Program (Regional)	\$183,498	\$149,076	\$105,355	\$91,198	\$529,127
	Surface Transportation Program Enhancement	\$0	\$89	\$851	\$725	\$1,665
	Highway Bridge Replacement and Rehabilitation Program	\$50,204	\$91,137	\$157,001	\$102,272	\$400,614
	Highway Safety Improvement Program (SAFETEA-LU)	\$14,015	\$0	\$0	\$0	\$14,015
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS)	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SAFETEA-LU)	\$2,569	\$0	\$0	\$0	\$2,569

Southern California Association of Governments

2008/09-2011/12 Federal Transportation Improvement Program

PROGRAMMED		4 YEARS (See FSTIP Cycle)				
		2008/09	2009/10	2010/11	2011/12	Total
FEDERAL HIGHWAY	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0
	Other (See footnote 3)	\$8,037	\$0	\$0	\$0	\$8,037
	Subtotal	\$385,651	\$408,094	\$466,332	\$402,565	\$1,662,642
	Federal Highway Discretionary Programs					
	Bridge Discretionary Program	\$500	\$0	\$169	\$0	\$669
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$10,000	\$0	\$0	\$0	\$10,000
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP)	\$302,582	\$87,319	\$79,001	\$9,880	\$478,782
	High Risk Rural Road (HRRR)	\$3,531	\$1,035	\$442	\$0	\$5,008
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0
	National Scenic Byways Program	\$994	\$0	\$0	\$0	\$994
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$36,276	\$62,000	\$50,000	\$15,000	\$163,276
	Public Lands Highway Discretionary	\$2,500	\$1,000	\$2,925	\$0	\$6,425
	Recreational Trails	\$1,242	\$0	\$0	\$0	\$1,242
	Transportation and Community and System Preservation Program	\$1,264	\$0	\$0	\$0	\$1,264
	Other (See footnote 4)	\$111,682	\$12,054	\$450	\$38	\$124,224
	Subtotal	\$470,571	\$163,408	\$132,987	\$24,918	\$791,884
	Federal Highway Total	\$856,222	\$571,502	\$599,319	\$427,483	\$2,454,526
	FEDERAL TOTAL	\$1,703,346	\$1,062,680	\$832,173	\$670,165	\$4,268,364
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0
	Other	\$0	\$0	\$0	\$0	\$0
	Innovative Financing Total	\$0	\$0	\$0	\$0	\$0
PROGRAMMED TOTAL		\$8,373,045	\$4,739,206	\$4,879,425	\$2,233,783	\$20,225,459

Footnote 1: (Agency, Air Board, City, County, Fees, Local Advance Construction, Local Bonds, Local General Funds, Mello Roos, Port Funds, Private, Property Tax, Redevelopment Funds, Traffic Impact Fees, Benefit Assessment District, Developer Fees)

Footnote 2: (PTMISEA, AB2766, State PUC, State Legislation, State Cash-Prior Retrofit Soundwall Program, Office of Emergency Services)

Footnote 3: (Emergency Repair-Local, Interstate Maintenance, STP Safety Local)

Footnote 4: (Interstate Maintenance-Earmark, National Corridor Infrastructure Improvement Program, Section 115, FFY 2006 App. Earmarks, Intelligent Transportation System, Amtrak, EDA Grant, FEMA, Surface Transportation-HR4818, Interstate Maintenance-HR4818)

NOTES:

Local: Subtotal is a sum of sales tax, gas tax, other local funds, local transit revenues, local tolls and other.

For MTC, the category of "Other" includes Regional Transit Expansion Policy fund sources.

Regional: Not all MPOs may have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

The category of "Other" includes (please define if entering data).

State: Subtotal is a sum of SHOPP, STIP, TCRP, STA, Carryover and Other. STIP TE data not separately available for the MTC 2030 RTP.

The category of "other" includes (please define if entering data).

Federal: Overall federal subtotal is a sum of federal highway and federal transit programs. Federal Lands non-discretionary includes all programs except public lands discretionary (i.e., forest highways, park roads etc.) The category of "Other" includes (please define if entering data).

Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

Total: Is a sum of local, regional, state, federal and innovative finance revenue sources. Double-counting has been avoided.

Southern California Association of Governments

2008/09-2011/12 Federal Transportation Improvement Program

REVENUE vs. PROGRAMMED		4 YEARS (See FSTIP Cycle)				
		2008/09	2009/10	2010/11	2011/12	Total
LOCAL	Sales Tax	\$0	\$0	\$0	\$127,106	\$127,106
	-- City					
	-- County	\$0	\$0	\$0	\$127,106	\$127,106
	-- Transportation Development Act	\$0	\$0	\$0	\$0	\$0
	Gas Tax	\$0	\$0	\$0	\$0	\$0
	-- Gas Tax (Subventions to Cities)					
	-- Gas Tax (Subventions to Counties)					
	Other Local Funds	\$0	\$0	\$0	\$0	\$0
	-- City General Funds					
	-- Street Taxes and Developer Fees					
REGIONAL	Transit	\$0	\$0	\$0	\$0	\$0
	-- Transit Fares					
	-- Other Transit (e.g., parcel/property taxes, parking revenue, etc)					
	Tolls (e.g., non-state owned bridges)					
	Other (e.g., RTIP)					
	Local Total	\$0	\$0	\$0	\$127,106	\$127,106
	Tolls					
	-- Bridge					
	-- Corridor					
	Regional Transit Fares/Measures					
STATE	Regional Sales Tax					
	Regional Bond Revenue					
	Regional Gas Tax					
	Vehicle Registration Fees (CARB Fees, SAFE)					
	Other					
	Regional Total	\$0	\$0	\$0	\$0	\$0
	State Highway Operations and Protection Program (SHOPP)	\$0	\$24,380	\$0	\$0	\$24,380
	SHOPP (As Adopted Including Augmentation)	\$0	\$24,380	\$0	\$0	\$24,380
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$0	\$0	\$0	\$0	\$0
FEDERAL TRANSIT	STIP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0
	STIP Prior	\$0	\$0	\$0	\$0	\$0
	Proposition 1 B					
	Corridor Mobility Improvement Account	\$0	\$0	\$0	\$0	\$0
	Local Bridge Seismic Retrofit Account	\$0	\$0	\$0	\$0	\$0
	Ports Infrastructure, Security & Air Quality	\$0	\$0	\$0	\$0	\$0
	State Route 99 Corridor	\$0	\$0	\$0	\$0	\$0
	Trade Corridor Improvement	\$101,156	\$469,350	\$470,935	\$222,286	\$1,263,727
	GARVEE Bonds	\$0	\$0	\$0	\$0	\$0
	Traffic Congestion Relief Program	\$0	\$0	\$0	\$0	\$0
FEDERAL TRANSIT	State Transit Assistance (STA)	\$0	\$0	\$0	\$0	\$0
	(e.g., population/revenue based, Prop 42)					
	Other (See footnote 2)	\$1,300	\$0	\$0	\$0	\$1,300
	State Total	\$1,300	\$24,380	\$0	\$0	\$25,680
	Bus and Bus Related Grants (5309c)	\$0	\$0	\$0	\$0	\$0
	Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0
	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0
	Fixed Guideway Modernization (5309a)	\$0	\$0	\$0	\$0	\$0
	Intercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0
	Job Access and Reverse Commute Program (5316)	\$0	\$0	\$0	\$0	\$0
FEDERAL TRANSIT	Metropolitan Planning (5303)	\$0	\$0	\$0	\$0	\$0
	New and Small Starts (Capital Investment Grants) (5309b)	\$0	\$0	\$0	\$0	\$0
	New Freedom (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0
	Nonurbanized Area Formula Program (5311)	\$0	\$0	\$0	\$0	\$0
	Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0
	Transit in the Parks (5320)	\$0	\$0	\$0	\$0	\$0
	Urbanized Area Formula Program (5307)	\$0	\$0	\$0	\$0	\$0
	Other	\$0	\$0	\$0	\$0	\$0
	Federal Transit Total	\$0	\$0	\$0	\$0	\$0
FEDERAL TRANSIT	Federal Highway Non-Discretionary					\$0
	Congestion Mitigation and Air Quality	\$106,492	\$70,238	\$39,188	\$38,305	\$254,223
	Surface Transportation Program (Regional)	\$1,941	\$39,703	\$86,825	\$104,445	\$232,914
	Surface Transportation Program Enhancement	\$0	\$0	\$0	\$0	\$0
	Highway Bridge Replacement and Rehabilitation Program	\$0	\$0	\$0	\$0	\$0
	Highway Safety Improvement Program (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS)	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0
	Total	\$108,433	\$109,941	\$125,013	\$142,750	\$486,137

Southern California Association of Governments

2008/09-2011/12 Federal Transportation Improvement Program

REVENUE vs. PROGRAMMED		4 YEARS (See FSTIP Cycle)				
		2008/09	2009/10	2010/11	2011/12	Total
FEDERAL HIGHWAY	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0
	Other (See footnote 3)	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$108,433	\$109,941	\$126,013	\$142,750	\$487,137
	Federal Highway Discretionary Programs					
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP)	\$0	\$0	\$0	\$0	\$0
	High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0
	Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0
	Recreational Trails	\$0	\$0	\$0	\$0	\$0
	Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0
	Other (See footnote 4)	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0
	Federal Highway Total	\$108,433	\$109,941	\$126,013	\$142,750	\$487,137
FEDERAL TOTAL		\$108,433	\$109,941	\$126,013	\$142,750	\$487,137
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0
	Other	\$0	\$0	\$0	\$0	\$0
	Innovative Financing Total	\$0	\$0	\$0	\$0	\$0

Footnote 1: (Agency, Air Board, City, County, Fees, Local Advance Construction, Local Bonds, Local General Funds, Mello Roos, Port Funds, Private, Property Tax, Redevelopment Funds, Traffic Impact Fees, Benefit Assessment District, Developer Fees)

Footnote 2: (PTMISEA, AB2766, State PUC, State Legislation, State Cash-Prior Retrofit Soundwall Program, Office of Emergency Services)

Footnote 3: (Emergency Repair-Local, Interstate Maintenance, STP Safety Local)

Footnote 4: (Interstate Maintenance-Earmark, National Corridor Infrastructure Improvement Program, Section 115, FFY 2006 App. Earmarks, Intelligent Transportation System, Amtrak, EDA Grant, FEMA, Surface Transportation-HR4818, Interstate Maintenance-HR4818)

NOTES:

Local: Subtotal is a sum of sales tax, gas tax, other local funds, local transit revenues, local tolls and other.

For MTC, the category of "Other" includes Regional Transit Expansion Policy fund sources.

Regional: Not all MPOs may have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

The category of "Other" includes (please define if entering data).

State: Subtotal is a sum of SHOPP, STIP, TCRP, STA, Carryover and Other. STIP TE data not separately available for the MTC 2030 RTP.

The category of "other" includes (please define if entering data).

Federal: Overall federal subtotal is a sum of federal highway and federal transit programs. Federal Lands non-discretionary includes all programs except public lands discretionary (i.e., forest highways, park roads etc.) The category of "Other" includes (please define if entering data).

Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

Total: Is a sum of local, regional, state, federal and innovative finance revenue sources. Double-counting has been avoided.

2008 Regional Transportation Improvement Program
Expenditure Summary by Program Category
(all figures in 000s)

Category	Regional Summary							Total	%
	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014			
Transit Improvement									
Bus Equipment or Capital Lease	143,333	76,031	73,128	74,508	11,960	12,399	391,359	2%	
Bus Vehicles Expansion	155,690	105,218	33,712	16,378	16,854	23,490	351,342	1%	
Commuter Rail Equipment	6,080	1,520	0	0	0	0	7,600	0%	
Commuter Rail Vehicles Expansion	0	5,500	0	0	0	0	5,500	0%	
Intercity/Heavy Rail Extension	108,592	5,000	0	0	0	0	113,592	0%	
Light Rail Extension	219,183	231,400	92,500	91,200	80,000	80,000	794,283	3%	
Light Rail Vehicles Expansion	0	0	0	0	0	0	0	0%	
Non-Capacity Improvement	0	0	0	0	0	0	0	0%	
Transit Equipment, Structures, Facilities	73,396	77,251	27,690	21,798	1,957	5,500	207,592	1%	
Transit Improvement Subtotal	706,274	501,920	227,030	203,884	110,771	121,389	1,871,268	8%	
Transit Operations & Maintenance									
Bus Operations	449,828	252,248	269,251	282,348	250,533	223,521	1,727,729	7%	
Bus Vehicles Rehab/Replace	392,970	325,809	23,688	44,132	25,143	1,775	813,517	3%	
Commuter Rail Operations	100	106	112	119	0	0	437	0%	
Intercity/Heavy Rail Operations	21,825	31,868	34,316	36,346	26,327	27,463	178,145	1%	
Intercity/Heavy Rail Vehicles Rehab/Replace	1,002	0	0	0	0	0	1,002	0%	
Paratransit	184,975	129,227	44,165	49,973	34,690	37,410	480,440	2%	
Transit O&M Subtotal	1,050,700	739,258	371,532	412,918	336,693	290,169	3,201,270	13%	
Highway Improvement									
Auxiliary, Passing, Truck Climbing Lane	33,913	2,733	29,258	0	13,040	0	78,944	0%	
Bridge Improvement	765,305	106,870	166,229	136,769	432,703	96,532	1,704,408	7%	
Capacity Enhancing Improvement (Highway)	772,612	755,402	577,416	238,710	292,827	249,283	2,886,250	12%	
Grade Separations	254,347	240,569	259,853	118,493	153,945	82,623	1,109,830	5%	
HOV Lanes	2,400,201	621,474	1,183,641	304,166	1,218,078	45,797	5,773,357	24%	
Interchange, ramps, over/undercrossing	1,041,865	1,002,198	850,623	181,907	300,201	359,710	3,736,504	15%	
Non-Capacity Improvement	132,660	93,431	37,623	4,421	6,337	4,195	278,667	1%	
Highway Improvement Subtotal	5,400,903	2,822,677	3,104,643	984,466	2,417,131	838,140	15,567,960	64%	
Highway Operations & Maintenance									
SHOPP Operations	89,606	50,588	115,495	2,862	0	0	258,551	1%	
SHOPP Rehabilitation	221,856	88,996	514,899	370,255	0	0	1,196,006	5%	
SHOPP Safety	55,940	125,712	126,355	71,723	0	0	379,730	2%	
Road Rehab/Replace (non-SHOPP)	178,941	101,820	259,673	84,507	55,057	9,000	688,998	3%	
Safety Improvements (non-SHOPP)	24,103	3,385	11,463	527	0	0	39,478	0%	
Soundwalls	36,968	9,333	0	0	0	0	46,301	0%	
Highway O&M Subtotal	607,414	379,834	1,027,885	529,874	55,057	9,000	2,609,064	11%	
ITS, TDM, and Non-Motorized									
ITS	143,989	52,149	62,353	16,267	3,672	250	278,680	1%	
Bicycle and Pedestrian Facilities	126,638	79,906	44,232	54,244	23,285	718	329,023	1%	
Rideshare	14,648	2,738	700	712	450	450	19,698	0%	
TDM, Park and Ride (excl. ridematching)	60,031	116,558	16,470	9,884	11,984	2,797	217,724	1%	
ITS, TDM, and Non-Motorized Subtotal	345,306	251,351	123,755	81,107	39,391	4,215	845,125	3%	
Other									
Administration, Admin. Facilities, Veh., Misc.	80,605	17,995	10,273	20,009	12,000	0	140,882	1%	
Ferry Service	846	0	0	0	0	0	846	0%	
Land Acquisition	4,677	0	0	0	0	0	4,677	0%	
Landscaping	13,132	8,642	1,107	0	0	2,671	25,552	0%	
Planning	13,143	11,174	11,308	1,525	1,825	0	38,975	0%	
Study	104,235	0	0	0	12,819	0	117,054	0%	
Transportation Enhancement Activities	18,313	5,205	1,403	0	0	0	24,921	0%	
Other Subtotal	234,951	43,016	24,091	21,534	26,644	2,671	352,907	1%	
Various Agencies Lump Amounts	27,497	1,150	489	0	0	0	29,136	0%	
Total	8,373,045	4,739,206	4,879,425	2,233,783	2,985,687	1,265,584	24,476,730	100%	

Attachment E

Expedited Project Selection Procedures

Expedited Project Selection Procedures

Under State law (AB 1246), the County Transportation Commissions (CTCs- Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, San Bernardino Associated Governments, Riverside County Transportation Commission, Ventura County Transportation Commission, and Imperial Valley Association of Governments) are responsible for developing the county transportation improvement programs for submittal to SCAG. SCAG in turn prepares the RTIP using the county TIPs.

SCAG publishes the RTIP guidelines at the beginning of each RTIP cycle and outlines all federal, state, and MPO requirements to facilitate the development of the county TIPs.

SCAG analyzes all of the county TIP projects for consistency with the RTP and for financial constraint. SCAG incorporates the eligible projects into the Regional Transportation Improvement Program (RTIP) for conformity analysis. Projects that are not consistent with the federal and MPO requirements are not incorporated into the RTIP.

Should conflicts arise, they are worked out with the CTCs, SCAG's Regional Council and the Regional Transportation Agencies Coalition (RTAC). If a project should fall out, then SCAG coordinates with the CTCs to replace it. The Transportation Conformity Working Group also serves as a mechanism for interagency consultation for TIP issues between staff representatives from SCAG, the CTCs, Caltrans, and federal and state agencies.

1. Project Programming

Once the CTCs and the Imperial Valley Association of Governments (IVAG) have programmed funds to projects, as required by state and federal statutes, projects are then included in the RTIP in accordance with the estimated project delivery schedules. The first four years of the RTIP are required to be financially constrained, and programming beyond this period is for information purposes only.

- Step 1 The CTC's/IVAG have established that projects programmed in the first four years are priority projects for the region and are programmed according to estimated project delivery schedules at the time of the TIP submittal. SCAG incorporates the county TIPs into the Regional TIP as submitted by the CTCs/IVAG in accordance with the appropriate transportation conformity and RTP consistency requirements.
- Step 2 SCAG performs all required conformity and consistency analysis and public hearings on the RTIP and adopts the RTIP.
- Step 3 SCAG submits the RTIP to the Governor (Caltrans) for incorporation into the State's Federal TIP, and SCAG simultaneously submits the conformity findings to the FHWA, FTA, and EPA for approval of the final conformity determination.

2. Expedited Project Selection Procedures

23CFR450.330

"If the State or public transportation operator(s) wishes to proceed with a project in the second, third year, or fourth year of the TIP, the specific project selection procedures stated in paragraphs (b) and (c) of this section must be used unless the MPO, the State and the public transportation operator(s) jointly develop expedited project selection procedures to provide for the advancement of projects from the second, third or fourth year of the TIP."

In order to address the above regulation the SCAG region (SCAG, County Transportation Commissions (CTCs), Imperial Valley Association of Governments (IVAG) and transit operators) developed and agree to the following expedited project selection procedures.

Projects programmed within the first four years may be advanced to accommodate project schedules that have proceeded more rapidly than estimated. This advancement allows project sponsors the flexibility to deliver and obligate state and/or federal funds in a timely and efficient manner. Nevertheless, non-TCM projects can only advance ahead of TCM projects if they do not cause TCM projects to be delayed.

- Step 1 County Transportation Commissions and Imperial Valley Association of Governments develops a listing of project to be advanced and submits a county TIP revision to SCAG.
- Step 2 SCAG analyzes and approves the county TIP revision and updates the RTIP.
- Step 3 County Transportation Commissions and Imperial Valley Association of Governments Work with Caltrans to obligate state/federal funds in accordance with revisions.

Attachment F

Amendment Approval Procedures

Amendment Approval Procedures – SCAG Executive Director Authority

The Regional Council hereby grants authority to SCAG's Executive Director to approve Regional Transportation Improvement Program (RTIP) amendments and associated conformity determination and to transmit to the state and federal agencies amendments to the most currently approved RTIP. These amendments must meet the following criteria:

- Changes that do not affect the regional emissions analysis.
- Changes that do not affect the timely implementation of the Transportation Control Measures.
- Changes that do not adversely impact financial constraint.
- Changes consistent with the adopted Regional Transportation Plan.

All other amendments must be approved by the Regional Council.